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The Services

OF ALL THE

FLAG-OFFICERS,

SUPERANNUATED REAR-ADMIRALS,

RETIRED-CAPTAINS,

POST-CAPTAINS,

AND COMMANDERS,

whose names appeared on the Admiralty List of Sea-Officers at the commencement of the year 1823, or who have since been promoted;

Illustrated by a Series of

HISTORICAL AND EXPLANATORY NOTES,

Which will be found to contain an account of all the

NAVAL ACTIONS, AND OTHER IMPORTANT EVENTS,

FROM THE COMMENCEMENT OF THE LATE REIGN, IN 1760,
TO THE PRESENT PERIOD.

WITH COPIOUS ADDENDA.

By JOHN MARSHALL (B),
LIEUTENANT IN THE ROYAL NAVY.

"Failures, however frequent, may admit of extenuation and apology. To have attempted much is always laudable, even when the enterprise is above the strength that undertakes it. To deliberate whenever I doubted, to enquire whenever I was ignorant, would have protracted the undertaking without end, and perhaps without improvement. I saw that one enquiry only gave occasion to another, that book referred to book, that to search was not always to find, and to find was not always to be informed; and that thus to pursue perfection, was, like the first inhabitants of Arcadia, to chase the sun, which, when they had reached the hill where he seemed to rest, was still beheld at the same distance from them." *Johnson.*

SUPPLEMENT.—PART IV.

CONTENTS OF SUPPLEMENT.—PART IV.

POST-CAPTAINS,

(Continued).

	Page		Page
Allen, George Bennett -	290	Farington, William -	85
Allen, John (*b*) - -	103	Ferguson, John Macpherson	129
Askew, Charles Cracken-thorp - - -	396	Forbes, Henry - -	222
		French, George - -	[illegible]
Badcock, William Stanhope	39	Gambier, George Cornish -	
Baker, Sir Henry Loraine -	21	Garland, Joseph Gulston -	
Baldwin, Augustus -	138	Gedge, John - -	
Baldwin, John - -	206	Godfrey, William M'Kenzie	
Barnard, Edward [illegible]	142	Gordon, Hon. John -	
[illegible]	[illegible]	[illegible]	
[illegible]	[illegible]	[illegible]	
[illegible]	[illegible]	[illegible]	
[illegible]	[illegible]	[illegible]	
[illegible]	170		

(1A2)

	Page
	373
	380
	84
...ney, Rowland	8
...tagu, John William	228
...ntgomerie, Alexander	227
...ntresor, Henry	20
Moorsom, Constantine Richard	203
Muddle, Richard Henry	119
Murray, James	183
Murray, James Arthur	117
Nelson, Charles	403
Nicolas, John Toup	93
Noel, Hon. Frederic	214
O'Brien, Donat Henchy	231
Parish, John	120
Parker, Charles Christopher	383
Parry, Sir William Edward	315
Pateshall, Nicolas Lechmere	1
Patton, Hugh	215
Peake, Thomas Ladd	380
Pechell, George Richard	421
Perceval, Hon. George James	203
..., Charles George	
...ey	189
...lge, James Hanway	402
..., Stephen	85
..., William	204
... Herbert Brace	430
...vid	31
	93
	39
	121
	93
Roberts, Samuel	
Rogers, Robert Henley	11[illegible]
Ross, Daniel	109
Ross, John	199
Rowley, Robert	39
Sargent, William	215
Sheridan, John	21
Shiffner, Henry	221
Smith, John (b)	407
Smith, William Richard	139
Spencer, Hon. Frederick	401
Spilsbury, Francis Brockell	89
Stanhope, Henry	433
Stewart, Houston	141
Stirling, James	200
Strong, Charles Burrough	205
Thomson, John	85
Thynne, Lord Henry Frederick	400
Tisdall, Archibald	38
Tomkinson, James	204
Tyler, George	404
Walcott, John Edward	388
Wales, Richard Walter	127
Waller, Edmund	131
Wallis, James	184
Wallis, Provo William Parry	214
Walpole, William	222
Warde, Charles	85
Westphal, Sir George Augustus	208
Westropp, Amos Freeman	[illegible]
White, Charles Samuel	
White, James Kear[illegible]	
White, Martin	
Willock, Fran[illegible]	

ERRATA.

Page 11, lines 4 and 3, *for* must justly entitle, *read* most justly entitled.
—— 32, line 2 from the bottom, *for* several *read* two.
—— 52, — 17, *after* Rear-Admiral, *insert* Sir George.
—— 65, — 14, *after* privateer, *insert* a comma.
—— 73, — 3 from the bottom, *for* force, *read* forces.
—— 105, — 3, *for* troops, *read* army.
————, ——, *after* Soult, *insert* 20,000 strong.
————, —— 5, *for* their, *read* its.
—— 106, —— 5 from the bottom, *for* gallantly, *read* " nobly."
————, —— 17 ————, *for* in the night, *read* on the right.
—— 203, —— 12, *for* 1814, *read* 1813.
—— 217, lines 3, 6, and 15 of the small type, *for* l'Eclair, *read* Eclair.
—— 234, line 8, *for* Carmaret, *read* Camaret.
—— 282, —— 17, *for* assure, *read* assure you.
—— 292, —— 4, *after* 64, *insert* Captain James Hardy.
————, second line of the last paragraph, *for* Coldstream regiment, *read* second and third regiments.
—— 326, large type at the bottom, *for* Captain, *read* Lieutenant.
—— 340, line 14 from the bottom, *after* covered, *insert* ".
————, —— 15 ————, *for* this was, *read* this frame work was.
—— 349, —— 20 of the small type, *for* floated to, *read* floated occasionally to.
—— 352, line 16, *after* ejaculations, *insert* Next day.
—— 382, —— 16 from the bottom, *dele* the comma after Eldest.
—— 390, —— 4 ————, *for* the semicolon substitute a comma.
—— 424, lines 1 and 2, *dele* the commas after crew and appointment.

2416

OYAL NAVAL BIOGRAPHY.

POST-CAPTAINS OF 1815.

(Continued.)

CHOLAS LECHIMERE PATESHALL, Esq.

the fourth son of Edmund Pateshall, of Allensmore, co. ford, Esq. He first embarked in Aug. 1795, and served whole of his time as a midshipman, under Sir Edward w, now Viscount Exmouth, in the Indefatigable frigate, Impétueux of 80 guns. The principal services in which articipated during the first six years of his professional are detailed at p. 216 *et seq.* of Vol. I. Part I.

Aug. 1801, Mr. Pateshall received an order to act as enant of the Ville de Paris 110, flag-ship of the Hon. iam Cornwallis, which appointment was confirmed by Admiralty, Nov. 20 following. In 1803 and 1804, we him circumnavigating the globe, in the Calcutta 50, tain Daniel Woodriff *. On his return from that in- ting voyage, he again joined the Ville de Paris, and ned in her until Admiral Cornwallis resigned the com- the Channel fleet, in June 1806. He was then ap- to the Kent 74, Captain Thomas Rogers, under served as first lieutenant for a period of four years. e Kent accompanied Earl St. Vincent to Lisbon, in the mer of 1806; and was afterwards sent to the Mediter- n, where her boats captured, at differe times, up- of 30 merchant vessels and small cruisers (including

* See Vol. II. Part II. p. 541 *et seq.*

a Turkish corvette), and spiked the guns of many batteries, principally in the Gulf of Genoa *.

This officer subsequently proceeded to Jamaica, where he was made commander, July 24, 1811, and successively appointed to the Shark sloop, Reindeer brig, and Polyphemus 64. On the 7th Oct. 1813, he obtained the command of Adder, a new 12-gun brig, fitting at Portsmouth, in wh vessel he was employed for a short time on the north co of Spain, and afterwards sent to the Halifax station; whe he received an appointment to the Jaseur 16, dated June 1814. His promotion to post rank took place Feb. 18, 1815 after which he commanded the Carron 20, on the coast o America, in the West Indies, at Bermuda, and Newfoundland. He was put out of commission at Portsmouth, in Aug. 1816.

Agent.—J. Copland, Esq.

NICHOLAS LOCKYER, Esq.

A Companion of the Most Honorable Military Order of the Bath.

We first find this officer serving as junior lieutenant the Tartar frigate, Captain Keith Maxwell, on the Jamai station; where he assisted in cutting out l'Hirondelle Fren privateer, of 10 guns and 50 men, July 31, 1804. The fo lowing is a copy of his captain's official letter to the co mander-in-chief, in whose opinion, the capture of that ve did "high honor" to the officers and men employed, " their undaunted spirit and perseverance."

"*H. M. S. Tartar, off St. Domingo, Aug.*

"Sir,—I have the honor to acquaint you, that yesterday r da-n, standing in to leeward of Saona, a small sail was disc the mast-head, to which I immediately gave chase, keeping as cl leeward of the island as possible, in order to prevent her escape tha knowing the channel between it and St. Domingo to be very narro intricate even for small vessels. About 7, the chase was made ou

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* See Suppl. Part II. p. 363.

a schooner full of men, using her sweeps and every means possible to get off; from which circumstance supposing her to be a privateer, and perceiving her intention of attempting to escape through the before-mentioned channel, I made all possible sail, and, at 8 o'clock, got her within reach of the guns, which, from the short tacks I was obliged to make, we were prevented from using to that advantage and effect I could have wished, without losing ground; therefore, though several shot went over and through her sails, she still persevered in beating to windward until she had advanced near the centre of the channel, when, finding it impossible to proceed further, she came to an anchor under a reef of rocks; at which time, 10 A. M., having beat the ship up into six fathoms water, but deeming it imprudent to proceed further, and finding it would be almost impossible to destroy the vessel with the great guns, not being able to anchor, or to bring either broadside to bear to advantage, without hazard to the ship, yet judging it of importance to take or destroy her by some means or other, I immediately hoisted three boats out, and sent them manned and armed under the direction of Lieutenant (Henry) Mullah, assisted by Lieutenant Lockyer, with several midshipmen, all volunteers on the occasion.

"The instant the boats put off from the ship, the schooner hoisted French colours, fired a gun, and warped her broadside towards them: as they advanced, she commenced firing grape from her great guns, and, on their nearer approach, opened a fire of musketry; notwithstanding which, and a strong sea breeze against him, Lieutenant Mullah, in the most intrepid and gallant manner possible, pulled up in the face of several discharges of grape, and a heavy fire of small arms from 50 men drawn up round the deck, boarded, and carried her. It is impossible to speak too highly, or sufficiently to express my sense of the bravery and intrepid conduct of Lieutenants Mullah and Lockyer, as well as the petty officers, seamen, and marines employed under them; considering the disadvantage under which they were obliged to attack, and the preparation the enemy had made for defence: nor can I too much commend the spirit and alacrity with which they volunteered their services on the occasion, as well as the whole ship's company.

"I am happy to add, that only 2 men were wounded; the French had 9 killed and 6 wounded, besides 3 missing, supposed to have been drowned in attempting to swim on shore. The privateer proves to be l'Hirondelle, of 10 long 4-pounders and 50 men, two days out from St. Domingo. I have the honor to be, &c.

(Signed) "KEITH MAXWELL."

"*To Vice-Admiral Sir John T. Duckworth, K. B. &c. &c. &c.*"

Mr. Lockyer's promotion to the rank of commander took place Sept. 25, 1806. His first appointment afterwards was

to the Hound sloop, which vessel formed part of the squadron under Rear-Admiral (now Sir Richard G.) Keates, when that officer brought off the Marquis de la Romana and his troops, from the island of Funen*. The "indefatigable exertions" of every one employed in that "short but fatiguing service," are duly acknowledged in the Rear-Admiral's official report, dated off Sproe, in the Great Belt, Aug. 11, 1808.

On the 26th Oct. 1809, Captain Lockyer was appointed to the Sophie, a new 18-gun brig, in which vessel we find him very actively and successfully employed on the Halifax station, from the autumn of 1812 until his promotion to post rank, Mar. 29, 1815. During that period he captured and destroyed five heavy American gun-vessels; one armed national sloop; one privateer (the Pioneer) of 320 tons, 17 guns, and 170 men; another of 2 guns and 25 men; a merchant ship, 2 brigs, 10 schooners, and 2 sloops. He also assisted at the capture and destruction of numerous merchant vessels, whilst attached to the Chesapeake squadron.

The Sophie formed part of the small force under Captain the Hon. William Henry Percy, at the attack of Fort Bowyer, Sept. 15, 1814, on which occasion she sustained a loss of 6 men killed and 16 wounded †. She subsequently joined the expedition proceeding against New Orleans. The following is Sir Alexander Cochrane's account of the capture of the above mentioned gun-boats and armed sloop:

"*Off Isle-au-Chat, Dec.* 16, 1814.

"Having arrived off the Chandeleur Islands, on the 8th instant, Captain Gordon, of the Seahorse (which ship, with the Armide and Sophie, I had sent on, from off Pensacola, to the anchorage within Isle-au-Vaisseau), reported to me, that two gun-vessels, apparently large size sloops, of very light draught of water, had fired at the Armide, upon her way down from within the chain of small islands that run parallel to the coast from Mobile towards Lac Borgne, and having afterwards joined three others cruising in the lake, were then visible from his mast-head.

"The Bayou Catalan, at the head of Lac Borgne, being the contemplated point of debarkation ‡, the distance from the inner anchorage of the frigates and troop-ships to the Bayou full 60 miles, and our princi-

* See Vol. I. Part I. p. 347.

† See Suppl. III. p. 66, *et seq.*

‡ See *id.* p. 2[illegible]

pal means of transport open boats, it became impossible that any movement of the troops could take place until this formidable flotilla was either captured or destroyed.

"On the 12th, I placed the launches, barges, and pinnaces of the squadron, with Captain (Henry) Montresor, of the Manly, and Captain (Samuel) Roberts, of the Meteor, under the command of Captain Lockyer, of the Sophie, and sent them into Lac Borgne, in pursuit of the enemy, while the frigates, troop-ships, and smaller vessels, moved to the inmost anchorage, each vessel proceeding on until she took the ground.

"After an arduous row of 36 hours, Captain Lockyer had the good fortune to close with the flotilla, which he attacked with such judgment and determined bravery, that, notwithstanding their formidable force, their advantage of a chosen position, and their studied and deliberate preparation, he succeeded in capturing the whole of these vessels, in so serviceable a state as to afford at once the most essential aid to the expedition.

"For the particulars of this brilliant affair, I refer their lordships to the accompanying copy of Captain Lockyer's letter, detailing his proceedings, which I am fully aware their lordships will duly appreciate.

"Captain Lockyer's conduct on this occasion, in which he has been severely wounded, and his long and active services as a commander, justly entitling him to their lordships' protection, and finding it expedient to place this flotilla collectively upon the establishment of a 36-gun frigate, I have appointed him to the command thereof.

"Captain Montresor, whom I have placed in the command of the gun-vessels, until Captain Lockyer's wounds will admit of his serving, and Captain Roberts, whom I have before had occasion to mention to their lordships, together with Lieutenants (James Barnwell) Tatnall and (William Gilbert) Roberts, of the Tonnant, and the whole of the officers mentioned by Captain Lockyer, I trust, will not fail to meet their lordships' notice.

"Our loss has been severe, particularly in officers; but considering that this successful enterprise has given us the command of Lac Borgne, and considerably reduced our deficiency of transports, the effort has answered my fullest expectations."

(ENCLOSURE.)

"*H. M. sloop Sophie, Cat Island Roads, Dec.* 16, 1814.

"Sir,—I beg leave to inform you, that in pursuance of your orders, the boats of the squadron which you did me the honor to place under my command *, were formed into three divisions, and proceeded on the night of the 12th instant, from the frigates' anchorage, in quest of the enemy's flotilla.

"After a very tedious row of 36 hours, during which the enemy, at

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* 45 in number, altogether containing about 980 persons.

tempted to escape from us, the wind fortunately obliged him to anchor off St. Joseph's island; and nearing him on the morning of the 14th, I discovered his force to consist of five gun-vessels of the largest dimensions, which were moored in a line abreast, with springs on their cables, and boarding nettings triced up, evidently prepared for our reception.

"Observing also, as we approached the flotilla, an armed sloop endeavouring to join them, Captain Roberts, who volunteered to take her with part of his division, succeeded in cutting her off and capturing her without much opposition.

"About 10 o'clock, having closed to within long gun-shot, I directed the boats to come to a grapnel, and the people to get their breakfasts. As soon as they had finished, we again took to our oars, and pulling up to the enemy against a strong current, running at the rate of nearly 3 miles an hour, exposed to a heavy and destructive fire of round and grape, about noon, I had the satisfaction of closing with the commodore, in the Seahorse's barge.

"After several minutes obstinate resistance, in which the greater part of the officers and men in this boat were either killed or wounded, myself amongst the latter, severely, we succeeded in boarding; and being seconded by the Seahorse's other barge, commanded by Mr. White, midshipman, and aided by the boats of the Tonnant, under Lieutenant Tatnall, we soon carried her, and turned her guns with good effect upon the remaining four.

"During this time, Captain Montresor's division was making every possible exertion to close with the enemy, and with the assistance of the other boats, then joined by Captain Roberts, in about five minutes we had possession of the whole of the flotilla.

"I have to lament the loss of many of my brave companions, who gloriously fell in this attack; but considering the great strength of the enemy's vessels, and their state of preparation, we have by no means suffered so severely as might have been expected.

"I am under the greatest obligations to the officers, seamen, and marines, I had the honour to command on this occasion, to whose gallantry and exertions the service is indebted for the capture of these vessels; any comments of mine would fall short of the praise due to them: I am especially indebted to Captains Montresor and Roberts, for their advice and assistance; they are entitled to more than I can say of them, and have my best thanks for the admirable style in which they pushed on with their divisions to the capture of the remainder of the enemy's flotilla.

"In an expedition of this kind, where so many were concerned, and so much personal exertion and bravery was displayed, I find it impossible to particularize every individual who distinguished himself, and deserves to be well-spoken of; but I feel it my duty to mention those whose behaviour fell immediately under my own eye.

"Lieutenant George Pratt, second of the Seahorse, who commanded that ship's boats, and was in the same boat with me, conducted himself

to that annihilation w[illegible] ttempt to board the enemy he was [illegible] last so dangerously that I fear th[illegible] t are promising young officer. [illegible]

I cannot omit to mention also the co[illegible] of the Tonnant, particularly the former, who, after having [illegible] boat sunk alongside, got into another, and gallantly pushed on to the attack of the remainder of the flotilla. Lieutenant Roberts was wounded in closing with the enemy. I have the honor to be, &c.

(Signed) "NICHOLAS LOCKYER."

"To Vice-Admiral the Hon. Sir A. Cochrane, K. B. &c. &c. &c."

The American vessels taken on this occasion carried 16 long guns, 14 carronades, 2 howitzers, 12 swivels, and 245 men; 6 of whom were slain, and 35 wounded. The total loss sustained by the British in obtaining possession of them was 17 killed and 77 wounded; the following are the names of the officers who suffered.

Killed,—Messrs. Thomas W. Moore, John Mills, and Henry Symons, midshipmen of the Seahorse and Trave. *Wounded*,—Lieutenant George Pratt, Messrs. Robert Uniacke and ——- Pilkington, midshipmen of the Tonnant and Seahorse, *mortally*: John O'Reilly and Peter Drummond, midshipmen, Tonnant, *dangerously*: Captain Lockyer; Lieutenant William Gilbert Roberts, Tonnant; Lieutenant James Uniacke, R. M.; Messrs. Mark Pettet, master's-mate, Norge; and William Grove White, midshipman, Seahorse, *severely*: Lieutenants John Franklin and Henry Gladwell Etough, Bedford; Messrs. James Hunter and John Sudbury, master's-mates, Bedford and Gorgon; and Messrs. George Ward Cole and David M'Kenzie, midshipmen, Tonnant and Cydnus, *slightly*.

We have already stated that Captain Lockyer obtained post rank Mar. 29, 1815. He was nominated a C. B. in the course of the same year; appointed to the Burlington 42, on Lake Ontario, June 26, 1816, and elected Mayor of Plymouth, Sept. 17, 1823. His last appointment was, Dec. 17, 1824, to the Romney 50, armed *en flûte*, the officers of which ship gave him a farewell dinner, "in token of their respect and attachment," when she was paid off, in Oct. 1827.

Agent.—Sir F. M. Ommanney.

...Y, Esq.

A ... ...onorable Military Order of the Ba...

Was made Lieutenant Jan. 12, 1805. We first find him serving in the Vestal 28, Captain Stephen Thomas Digby.

On the 16th and 17th Mar. 1806, the boats of that frigate made several ineffectual efforts to rescue the crew of a merchant brig, the Friendship, of Hull, which had grounded on the Gunfleet, near Harwich, in a heavy gale of wind. At day-light on the 18th, they failed in another attempt, owing to the heavy breakers, one of which filled the boat commanded by Lieutenant Money, and washed away all her oars; but providentially the current set her off the bank, and with the assistance of another boat she was at length enabled to cast a grapnel under the vessel's lee. A rope from the fore-top was then fastened to her, and one by one the shipwrecked crew were hauled on board, which was scarcely effected when the tottering foremast fell.

Mr. Money subsequently joined the Lively frigate, Captain George M'Kinley; and while serving under that excellent officer, as second lieutenant, his benevolent exertions to save a number of persons from perishing were again crowned with success.

In the evening of Nov. 19, 1807, the Lively being then under storm stay-sails, in lat. 47° 10′ N., long. 16° W., a merchant brig was observed to leeward, apparently in a sinking state, the crew and passengers holding up their hats and handkerchiefs as signals of distress. Although it was the general opinion on board the frigate that no boat could live in the heavy sea then running, Lieutenant Money volunteered to make the attempt, and called on some of the people near to follow him: the jolly-boat was lowered from the lee-quarter, and the providence of God was so manifest on this occasion, that a very great and lasting impression was made upon many minds. Three times did she safely proceed under the stern of the foundering vessel, and at the

third trip Lieutenant Money succeeded in taking off the last of her crew, &c. all of whom were thrown overboard when close to the Lively, and hauled up over the taffrail by ropes fastened around them. The intrepid Lieutenant and his companions then regained the ship by similar means, and the jolly-boat was cut adrift, it being impossible to save her.

From this period, we lose sight of Mr. Money until his promotion to the rank of Commander, Nov. 9, 1809. In April 1814, he received an appointment to the Trave 36, armed *en flûte*, in which ship he conveyed part of the 4th regiment of infantry from the river Garonne to North America, where he was soon engaged in a variety of important services, as will be seen by the following official details:

Rear-Admiral Cochburn to the Hon. Sir Alexander I. Cochrane, K. B. dated off Mount Calvert, Aug. 22, 1814.

"After parting from you at Benedict, on the evening of the 20th instant, I proceeded up the Patuxent with the boats and tenders, the marines of the ships being embarked in them, under the command of Captain John Robyns (the senior officer of that corps in the fleet), and the marine-artillery, under Captain Harrison, in their two tenders; the Severn and Hebrus frigates, and the Manly sloop, being directed to follow us up the river as far as might prove practicable.

"The boats and tenders I placed in three divisions: the first under the immediate command of Captains Thomas Bell Sullivan and William Stanhope Badcock; the second under Captains Rowland Money and the Hon. Keneim Somerville; the third under Captain Robert Ramsay; and the whole under the superintendence and immediate management of Captain Wainwright, of the Tonnant; Lieutenant James Scott, acting first of the Albion, attending as my aide-de-camp.

"I endeavoured to keep with the boats and tenders as nearly as possible abreast of the army under Major-General Ross, that I might communicate with him as occasion offered, according to the plan previously arranged, and about noon yesterday, I accordingly anchored at the ferry-house opposite Lower Marlborough, where I met the General, and where the army halted for some hours; after which he marched for Nottingham, and I proceeded on for the same place with the boats. On our approaching that town, a few shot were exchanged between the leading boats and some of the enemy's cavalry; but the appearance of our army advancing caused them to retire with precipitation. Captains Nourse and Palmer, of the Severn and Hebrus, joined me this day with their boats, having found it impracticable to get their ships higher than Benedict.

"The Major-General remained with the army at Nottingham, and the boats and tenders continued off it during the night. Soon after day-light, this morning, the whole moved again forward; but the wind blowing down the river, the channel being excessively narrow, and the advance of the tenders consequently slow, I judged it adviseable to push on with the boats only, leaving the tenders to follow as they could.

"On approaching Pig Point, where the enemy's flotilla was said to be, I landed the marines under Captain Robyns on the left bank of the river, and directed him to march round, and attack, on the land side, the town situated on the point, to draw from us the attention of such troops as might be there for its defence and the support of the flotilla. I then proceeded on with the boats, and as we opened the reach above Pig Point, I plainly discovered Commodore Barney's broad pendant on the headmost vessel, a large sloop, and the remainder of the flotilla extending in a long line astern of her. Our boats now advanced towards them as rapidly as possible; but on nearing them, we observed the vessel bearing the broad pendant to be on fire, and she very soon afterwards blew up. I now saw clearly that they were all abandoned, and on fire, with trains to their magazines; and out of seventeen vessels which composed this formidable and so much vaunted flotilla, sixteen were in quick succession blown to atoms, and the seventeenth, in which the fire had not taken effect, we captured. The Commodore's sloop was a large armed vessel; all the others had a long gun in the bow, and a carronade in the stern. The calibre of the guns, and number of men belonging to each, differed in proportion to the size of the boat, varying from 32-pounders and 60 men to 18-pounders and 40 men. I found here, lying above the flotilla, under its protection, thirteen merchant schooners; such as were not worth bringing away, I caused to be burnt; and those in good condition to be moved to Pig Point. Whilst employed taking these vessels, a few shot were fired by some of the men of the flotilla from the bushes on the shore near us; but Lieutenant Scott, whom I had landed for the purpose, soon got hold of them, and made them prisoners. Some horsemen likewise shewed themselves on the neighbouring heights, but a rocket or two dispersed them; and Captain Robyns, who had obtained possession of Pig Point without resistance, now spreading his men through the country, the enemy retreated to a distance, and left us in quiet possession of the town, the neighbourhood, and our prizes.

"A large quantity of tobacco having been found at Pig Point, Captain Robyns is left with the marines, and Captain Nourse with two divisions of the boats, to hold the town, and ship the tobacco into the prizes; and I have moved back with the third division to this place, to enable me to confer, on our future operations, with the Major-General, who has been good enough to send his aide-de-camp, to inform me of his safe arrival with the army under his command, at Upper Marlborough.

"In congratulating you, Sir, which I do most sincerely, on the complete destruction of this flotilla of the enemy, which has lately occupied so

much of our attention, I must beg to be permitted to assure you, that the cheerful and indefatigable exertions, on this occasion, of Captains Wainwright, Nourse, and Palmer, and of Captain Sulivan, the other commanders, officers, and men, in the boats you have placed under my orders, must justly entitle them to my warmest acknowledgments, and my earnest recommendation to your favourable notice."

From the same to the same—dated off Nottingham, Aug. 27, 1814.

"Agreeably to the intentions I notified to you in my letter of the 22d instant, I proceeded by land, on the morning of the 23d, to Upper Marlborough, to meet and confer with Major-General Ross as to our further operations against the enemy; and we were not long in agreeing on the propriety of making an immediate attempt on the city of Washington.

"In conformity, therefore, with the wishes of the Major-General, I instantly sent orders for our marine and naval forces at Pig Point to be forthwith moved over to Mount Calvert, and for the marine-artillery, and a proportion of the seamen, to be there landed, and with the utmost possible expedition to join the army, which I also most readily agreed to accompany.

"The Major-General then made his dispositions, and arranged, that Captain Robyns, with the marines of the ships, should retain possession of Upper Marlborough, and that the marine-artillery and seamen should follow the army to the ground it was to occupy for the night. The army then moved on, and bivouacked before dark about five miles nearer Washington.

"In the night, Captains Palmer and Money joined us with the seamen, and the marine-artillery under Captain Harrison. Captain Wainwright had accompanied me the day before, as had also Lieutenant Scott.

"At daylight, on the morning of the 24th, the Major-General again put the army in motion, directing his march upon Bladensburg; on reaching which place with the advanced guard, the enemy was discovered drawn up in force on a rising ground beyond the town; and by the fire he soon opened on us, as we entered the place, gave us to understand he was well protected by artillery. Major-General Ross, however, did not hesitate in immediately advancing to attack him, although our troops were almost exhausted with the fatigue of the march they had just made, and but a small proportion of our little army had yet got up. This dashing measure was, I am happy to add, crowned with the success it merited; for, in spite of the galling fire of the enemy, our troops advanced steadily on both his flanks and in his front, and as soon as they got on even ground with him, he fled in every direction, leaving behind him ten pieces of cannon, and a considerable number of killed and wounded; amongst the latter, Commodore Barney and several other officers: some other prisoners were also taken, though not many, owing to the swiftness with which the enemy went off, and the fatigues our army had previously undergone.

"It would, Sir, be deemed presumption in me to attempt to give you

particular details respecting the nature of this battle; I shall, therefore, only remark generally, that the enemy, 8000 strong, on ground he had chosen as best adapted for him to defend, where he had time to erect his batteries, and concert all his measures, was dislodged as soon as reached, and a victory gained over him by a division of the British army, not amounting to more than 1500 men, headed by our gallant General, whose brilliant achievement of this day it is beyond my power to do justice to, and indeed no possible comment could enhance.

"The seamen with the guns were, to their great mortification, with the rear division during this short but decisive action: those, however, attached to the rocket-brigade were in the battle, and I remarked with much pleasure the precision with which the rockets were thrown by them, under the direction of First Lieutenant Lawrence, of the marine-artillery. Mr. Jeremiah M'Daniel, master's-mate of the Tonnant, a very fine young man, who was attached to this party, being severely wounded, I beg permission to recommend him to your favourable notice. The company of marines I have on so many occasions had cause to mention to you, commanded by Lieutenant Stephens, was also in the action, as were the colonial marines, under the temporary command of Captain Reed, of the 6th West India regiment, and they respectively behaved with their accustomed zeal and bravery. None other of the naval department were fortunate enough to arrive up in time to take their share in this battle, excepting Captain Palmer, of the Hebrus, with his aide-de-camp, Mr. Arthur Wakefield, midshipman of that ship, and Lieutenant James Scott, who acted as my aide-de-camp, and remained with me during the whole time.

"The contest being completely ended, and the enemy having retired from the field, the Major-General gave the army about two hours' rest, when he again moved forward on Washington: it was, however, dark before we reached that city; and on the General, myself, and some officers advancing a short way past the first houses thereof, unaccompanied by the troops, the enemy opened upon us a heavy fire of musketry from the capitol and two other buildings: these were, therefore, almost immediately stormed by our people, taken possession of, and set on fire; after which, the town submitted without further resistance. The enemy himself, on our entering the town, set fire to the navy yard (filled with naval stores), to a frigate of the largest class, almost ready for launching, and to a sloop of war lying off it, as he also did to the fort which protected the sea-approach to Washington. On taking possession of the city, we likewise set fire to the President's palace, the treasury, and the war office; and in the morning, Captain Wainwright went with a party to see that the destruction in the navy yard was complete, when he destroyed whatever stores and buildings had escaped the flames of the preceding night. A large quantity of ammunition and ordnance stores was also destroyed by us in the arsenal, as were about 200 pieces of artillery, as well as a vast quantity of small arms. Two rope-walks, of a very extensive nature, full of tar-rope, &c. situated at a consider-

able distance from the yard, were likewise set fire to and consumed. In short, Sir, I do not believe a vestige of public property, or a store of any kind, which could be converted to the use of the government, escaped destruction: the bridges across the eastern branch of the Potowmac were also destroyed."

When the British troops entered the President's house "they found a dinner-table spread, and covers laid for 40 guests. Several kinds of wine, in handsome cut-glass decanters, were cooling on the side-board; plate-holders stood by the fire-place, filled with dishes and plates; knives, forks, and spoons were arranged for immediate use; in short, every thing was ready for the entertainment of a *ceremonious* party. Such were the arrangements in the dining-room, whilst in the kitchen were others answerable to them in every respect. Spits loaded with joints of various sorts, turned before the fire; pots, saucepans, and other culinary utensils, stood upon the grate; and all the requisites for an elegant and substantial repast were exactly in a state which indicated that they had been lately and precipitately abandoned. These preparations were beheld, by a party of hungry soldiers, with no indifferent eye. An elegant dinner, even though considerably over-dressed, was a luxury to which few of them, at least for some time back, had been accustomed; and which, after the dangers and fatigues of the day, appeared peculiarly inviting. They sat down to it, therefore, not indeed in the most orderly manner, but with countenances which would not have disgraced a party of aldermen at a civic feast; and having satisfied their appetites with fewer complaints than would have probably escaped their rival *gourmands*, and partaken pretty freely of the wines, they finished by setting fire to the house which had so liberally entertained them*."

"This general devastation being completed during the day of the 25th, we marched again at 9 that night, on our return, by Bladensburg, to Upper Marlborough. We arrived last evening at the latter place, without molestation of any sort; and this morning moved on to Nottingham, where I found H. M. sloop Manly, the tenders, and the boats.

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* *Narrative of the Campaigns at Washington and New Orleans, by the author of the Subaltern*, 2d. edit. p. 130 et seq.

"In closing my statement of the arduous and highly important operations of this last week, I have a most pleasing duty to perform, in assuring you of the good conduct of the officers and men who have been serving under me. I am particularly indebted to Captain Wainwright of the Tonnant, for the assistance he has invariably afforded me whilst on this service: to Captains Palmer and Money, for their exertions during the march to and from Washington; and to Captain Nourse, who has commanded the flotilla during my absence: my acknowledgments are also most justly due to Captains Sulivan, Badcock, Somerville, Ramsay, and Bruce, who have acted in it under him. Lieutenant James Scott, now first of the Albion, has on this occasion rendered me essential services; and as I have had reason so often to mention to you the gallant and meritorious conduct of this officer, I trust you will permit me to seize this opportunity of recommending him particularly to your favorable notice and consideration. Captain Robyns, who has had, during these operations, the marines of the ships united under his orders, has executed, ably and zealously, the several services with which he has been entrusted, and is entitled to my best acknowledgments accordingly; as is also Captain Harrison, of the marine-artillery. Mr. James Dobie, surgeon of the Melpomene, volunteered his professional services on this occasion, and rendered much assistance to the wounded on the field of battle, as well as to many of the men taken ill on the line of march."

The battle of Bladensburg, by which the fate of the American capital was decided, began about one o'clock, and lasted till four P. M. The loss on the part of the English was severe; Colonel Thornton, who commanded the light brigade; Lieutenant-Colonel Wood, commanding the 85th regiment; and Major Brown, the leader of the advanced guard, were all severely wounded; Major-General Ross had a horse shot under him, but he escaped without any personal injury.

The forces employed in the brilliant expedition against Washington, were re-embarked at Benedict, on the 30th August; and on the 6th Sept. the fleet under the command of Sir A. Cochrane weighed and stood towards the Chesapeake. The wind was fair, and the whole speedily cleared the Patuxent; but, instead of standing up the bay, as was generally expected, the Vice-Admiral ran down a few miles below the mouth of that river, and there anchored. A signal was then made for all the ships and vessels to send to Sir Alexander a return of the number of seamen whom, in ad-

dition to marines, they could land with small arms; and it was ascertained that, besides the numbers necessary for conveying stores and dragging guns, 600 sailors could be spared, thus enabling Major-General Ross, on his next debarkation, for the purpose of making a demonstration upon the city of Baltimore (which might be converted into a real attack, should circumstances appear to justify it), to bring into the field about 5000 fighting men.

After quitting the Patuxent, Sir Alexander Cochrane entered the Potowmac river, and distracted the enemy's attention by steering for several hours in the direction of Alexandria. He then suddenly altered his course, ran down again to Chesapeake bay, and hastened, under a heavy press of sail, towards Baltimore. The object of this manœuvring was evidently to deceive the Americans, and by keeping them in suspense as to the place threatened, to prevent them concentrating their forces, or throwing up works for its defence. On the 11th Sept. the armament came in sight of the projecting head-land, where it was intended to disembark the troops and naval brigade; a division of the latter commanded by Captain Money. In a letter to Sir Alexander Cochrane, dated Sept. 15, 1814, Rear-Admiral Cockburn says:

"In furtherance of the instructions I had the honor to receive from you on the 11th instant, I landed at daylight of the 12th, with Major-General Ross, at a place we had previously fixed upon, near to North Point, at the entrance of the Patapsco; and in conformity with his wishes, I determined on remaining ashore, and accompanying the army, to render him every assistance within my power, during the contemplated movements and operations: therefore, as soon as our landing was completed, I directed Captain Nourse to advance up the river, with the frigates, sloops, and bomb-vessels, to bombard the fort, and threaten the water approach to Baltimore; and I moved on with the army, and the seamen (under Captain Edward Crofton) attached to it, on the direct road leading to that town.

"We had proceeded about 5 miles, without any other occurrence than taking prisoners a few light horsemen, when the Major-General and myself, being with the advanced guard, observed a division of the enemy posted at a turning of the road, extending into a wood on our left. A sharp fire was almost immediately opened upon us from it, and as quickly returned

with considerable effect by our advanced guard, which pressing steadily forward, soon obliged the enemy to run off with the utmost precipitation, leaving behind him several men killed and wounded; but it is with the most heartfelt sorrow I have to add, that in this short and desultory skirmish, my gallant and highly valued friend, the Major-General, received a musket-ball through his arm into his breast, which proved fatal to him on his way to the water-side for re-embarkation.

"Colonel Brook (of the 44th regiment), on whom the command of the army now devolved, having come up, the whole proceeded forward about two miles further, when we observed the enemy in force drawn up before us, apparently about 6000 or 7000 strong. On perceiving our army, he filed off into a large and extensive wood on his right, from which he commenced a cannonade on us, drawing up his men behind a range of high palings, where he appeared determined to make his stand.

"Our field-pieces answered his with evident advantage; and so soon as Colonel Brook had made the necessary dispositions, the attack was ordered, and executed in the highest style possible. The enemy opened his musketry on us from his whole line, immediately we approached within reach of it; and he kept up his fire till we entered the wood, when he gave way in every direction, and was chased by us a considerable distance, with great slaughter, abandoning his post, and leaving all his wounded, and two guns, in our possession.

"An advance of this description, against superior numbers of an enemy so posted, could not be effected without loss: I have the honor to enclose a return of what has been suffered by those of the naval department acting with the army on this occasion*; and it is, Sir, with the greatest pride and pleasure I report to you, that the brigade of seamen with small arms, commanded by Captain Crofton, assisted by Captains Sulivan, Money, and Ramsay, the three senior commanders in the fleet, behaved with a gallantry and steadiness which would have done honor to the ablest troops, and which attracted the admiration of the army. The seamen, under Mr. Jackson, master's mate of the Tonnant, attached to the rocket brigade, behaved also with equal skill and bravery. The marines landed from the ships, and commanded by Captain Robyns, displayed their usual gallantry.

"The night being fast approaching, and the troops much fatigued, Colonel Brook determined to remain for the night on the field of battle; and on the morning of the 13th, leaving a small guard to collect and protect the wounded, we again moved forward towards Baltimore, on approaching which it was found to be defended by extremely strong works

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* Total, 31 killed, 1 missing, and 48, including Lieutenant Sampson Marshall, of the Diadem (dangerously), Captain Robyns, R.M. (severely), and Mr. C. Ogle, midshipman of the Tonnant, wounded.

on every side, and immediately in front of us by an extensive hill, on which was an entrenched camp, and great quantities of artillery. The information we collected, added to what we observed, gave us to believe, that there were at least within their works from 15,000 to 20,000 men. Colonel Brook lost no time in reconnoitring their defences; after which he made his arrangements for storming, during the ensuing night, with his gallant little army, the entrenched camp in our front, notwithstanding all the difficulties which it presented. The subsequent communications which we opened with you, however, induced him to relinquish the idea*. Yesterday morning, the army retired leisurely towards the place where it had disembarked, and where it arrived this morning, without suffering the slightest molestation from the enemy, who, in spite of his superiority of numbers, did not even venture to look at us during this slow and deliberate retreat.

"I have now only to inform you of my entire satisfaction and approbation of the conduct of every officer and man employed under me during the operations detailed above; and to express to you how particularly I consider myself indebted to Captain Crofton, for the gallantry, ability, and zeal with which he led on the brigade of seamen in the action of the 12th, and executed all the other services with which he has been entrusted since our landing; to Captain White of the Albion (acting), who attended me as my aide-de-camp the whole time, and rendered me every possible assistance; to Captain Sulivan, Money, and Ramsay, who commanded divisions of the brigade of seamen; and to Lieutenant James Scott, whom I have had such frequent cause to mention to you on former occasions, and who, in the battle of the 12th, commanded a division of seamen, and behaved most gallantly, occasionally also acting as an aide-de-camp to myself. Captain Robyns, who commanded the marines of the fleet, I also beg to recommend to your favourable notice and consideration; as well as Lieutenant George Constantine Urmston of the Albion, whom I placed in command of the smaller boats, to endeavour to keep up a communication between the army and navy, which he effected by great perseverance, and thereby rendered us most essential service. In short, Sir, every individual seemed animated with equal anxiety to distinguish himself by good conduct on this occasion; and I trust therefore, the whole will be deemed worthy of approbation."

Marching over the field, where the battle of the 12th had been fought, the author of the "Subaltern" saw several men

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* No effectual support could be given to the land force by the navy afloat; for such was the shallowness of the river, that none except the very lightest craft could make their way within six miles of the town; and even these were stopped by vessels sunk in the channel, and other artificial bars, barely within a shell's longest range of the left of the American army, which extended to a fort, built upon the brink of the river, by silencing which the flank of the enemy's position would have been turned.

"hanging lifeless among the branches of trees, and learnt that they had been riflemen, who chose, during the combat, to fix themselves in these elevated situations, for the combined purposes of securing a good aim, and avoiding danger. Whatever might have been their success in the first of these designs, in the last they failed; for the British soon discovered them, and considering the thing as *unfair*, refused to give them quarter, and shot them on their perches."

The disastrous result of an attempt to gain possession of the enemy's lines near New Orleans, on the 8th Jan. 1815, has been stated at p. 638. *et seq.* of Vol. I. Part II. Sir Alexander Cochrane, in the despatches which he forwarded to the Admiralty, on that occasion, says:

"The 85th regiment, with a division of seamen under Captain Money, and a division of marines under Major Adair, the whole amounting to about 900 men, commanded by Colonel Thornton, of the 85th, were embarked, and landed on the right bank of the Mississipi, without opposition, just after day-light; and the armed boats moving up the river as the corps advanced, this part of the operation succeeded perfectly, the enemy having been driven from every position, leaving behind him 17 pieces of cannon."

On stepping ashore, the first thing Colonel Thornton and his colleagues beheld was a rocket, thrown up as a signal that the main attack was begun. This added wings to their speed. Forming in one little column, and pushing forward a single company as an advanced guard, they hastened on, and, in half an hour, reached a canal, along the opposite bank of which a detachment of Americans was drawn up. To dislodge them was but the work of a moment: a boat with a carronade in her bow, got upon their flank, and gave them a single discharge of grape, while the advanced guard extended its ranks, and approached at double quick time. But the enemy scarcely waited till the latter came within range:—firing a volley, they fled in confusion. This, however, was only an outpost. The main body was some way in rear, and amounted to no fewer than 1500 men.

It was not long before they also presented themselves. Like their countrymen on the other side, they were strongly entrenched; a thick parapet with a ditch covering their front,

while a battery upon their left swept the whole position, and two field-pieces commanded the road. Of artillery, the assailants possessed not a single piece; nor any means, beyond what nature gave, of scaling the rampart. Yet, nothing daunted by the obstacles before them, or by the immense odds to which they were opposed, dispositions for an immediate attack were made. The 85th, extending its files, stretched across the entire line of the enemy; the sailors in column prepared to storm the battery, while the marines remained some little way behind the centre, as a reserve.

These arrangements being completed, the bugle sounded, and our brave fellows advanced. The sailors, raising a shout, rushed forward, but were met by so heavy a discharge of grape and canister, that for an instant they paused. Recovering themselves, however, they again pushed on; and the 85th dashing forward to their aid, they received a heavy fire of musketry, and endeavoured to charge. A smart firing was now for a few minutes kept up on both sides; but the British had no time to waste in distant fighting, and accordingly hurried on to storm the works; upon which a panic seized the Yankees, they lost their order, and fled.

"I am much concerned," adds Sir Alexander Cochrane, "to say, that Captain Money had both bones of his leg broken by a musket-shot, advancing under a heavy fire to the attack of a battery that was afterwards carried. *The conduct of Captain Money at Washington and near Baltimore, where he was employed with the army, having before occasioned me to mention him to their Lordships, I beg leave now to recommend him most strongly to their protection. The wound that he has received not affording him any probability of his being able to return to his duty for a considerable time, I have given him leave of absence to go to England, and shall intrust to him my despatches.*"

Captain Money's post commission bears date Mar. 29, 1815: he obtained a pension of 250*l.* per annum, Feb. 16, 1816; and was appointed Inspecting Commander of the Coast Guard, for the prevention of smuggling, in the Isle of Wight, about Mar. 1822.

This distinguished officer married, Sept. 13, 1805, Maria, daughter of the late William Money, of Walthamstow, Essex, Esq. and sister to William Taylor Money, Esq. his Majesty's

Consul-General in Austria, late M. P. for St. Michael, Cornwall, and a Director of the East India Company.

Agents.—Messrs. Stilwell.

HENRY MONTRESOR, Esq.

A Companion of the Most Honorable Military Order of the Bath.

We first find this officer serving as senior lieutenant of the Revenge 74, Captain Alexander Robert Kerr, at the attack of a French squadron in Aix roads, April 11 and 12, 1809*. A commander's commission, bearing the former date, was conferred upon him, as a reward for his gallantry in conducting a fire-vessel on that memorable occasion.

In Aug. 1811, Captain Montresor was appointed to the Helena sloop; and in the following year he accompanied a fleet of merchantmen from Cork to the Leeward Islands, where, in conjunction with Captain Thomas Fellowes, of the Fawn, he received the thanks of their commanders "for his very great attention to them during the voyage."

Captain Montresor's next appointments were, in 1814, to the Rover of 16 guns, and Manly 12, from which latter vessel he was removed, by Sir Alexander Cochrane, to the temporary command of a flotilla which he had bravely assisted in capturing, near St. Joseph's island, Lac Borgne, during the expedition against New Orleans †. He was nominated a C. B. June 4, 1815; promoted to post rank on the 13th of the same month; and appointed to the Charwell 20, stationed on Lake Ontario, June 26, 1816. He is now, we believe, an inspector of the naval force in Canada, under Commissioner Barrie, C. B.

Agent.—Sir Francis M. Ommanney.

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* See Suppl. Part I. p. 40, *et seq.* † See pp. 4—7.

JOHN SHERIDAN, Esq.

Received his first commission at the close of the French revolutionary war, and was senior lieutenant of the Merlin sloop, Captain Edward Pelham Brenton, in several skirmishes with the enemy's flotilla and land batteries, near Havre, after the renewal of hostilities, in 1803 *. We subsequently find him in the Bellerophon 74, Captain Samuel Warren, on the Baltic station, where he assisted at the capture of a Russian land battery, mounting 4 long 24-pounders, and garrisoned by 103 men, June 19, 1809 †. On the 7th of the following month, he behaved with distinguished bravery, in a successful attack made upon a valuable convoy, near Percola point, on the coast of Finland ‡. His commission as commander bears date Nov. 27, 1810.

On the 4th Oct. 1813, Captain Sheridan was appointed to the Terror bomb, in which vessel he appears to have been engaged with the American batteries near Baltimore, during the advance of the British army, under Colonel Brook, Aug. 13, 1814 §. He also assisted at the capture of St. Mary's, the frontier town of the state of Georgia, Jan. 14, 1815 ‖. His promotion to post rank took place June 13th following, at which period he was acting as captain of the Levant 20.

Sir HENRY LORAINE BAKER, Bart.

A Companion of the Most Honorable Military Order of the Bath.

Eldest surviving son of the late Sir Robert Baker, Bart. of Upper Dunstable House, co. Surrey, by Diana, daughter and sole heiress of George Hayley, Esq. an alderman of London, and M. P. for that city.

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* See Suppl. Part. I. p. 419. † See Commander Robert Pilch.
‡ See Suppl. Part III. p. 369, *et seq.* § See p. 15.
‖ See Vol. II. Part II. pp. 734, 737, *et seq.*

This officer was born Jan. 3, 1787; and made lieutenant Oct. 18, 1804. On the 14th Feb. 1807, he assisted in storming the fort of Samana, near Cape Raphael, St. Domingo, the performance of which service has been recorded in our second volume, p. 273. His commission as commander bears date April 8, 1811; and was conferred upon him for his gallant conduct at the defence of Anholt, on the 27th of the preceding month *. In Oct. 1812, he received an appointment to the Conflict brig, from which vessel he was removed to the Fairy of 16 guns, on the North American station, Mar. 18, 1814.

The latter sloop formed part of the squadron employed in the Potowmac river, under the orders of Captain (now Sir James Alexander) Gordon, between Aug. 31 and Sept. 6, 1814 †. She also assisted at the reduction of Guadaloupe, in Aug. 1815 ‡.

Captain Baker's promotion to post rank took place June 13, 1815. He married, in 1820, Louisa Anna, daughter of William Williams, Esq., a London banker, and M. P. for Weymouth.

Agents.—Messrs. Chards.

GEORGE WILLIAM HUGHES D'AETH, Esq.

Was made Lieutenant Jan. 30, 1806; Commander, Aug. 16, 1811; and Post-Captain, June 13, 1815. He married, July 20, 1816, Harriet, third daughter of the late Sir E. Knatchbull, Bart. M. P. for the county of Kent.

Agents.—Messrs. Cooke, Halford, and Son.

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* See Suppl. Part I. pp. 446—450.

† See Vol. II. Part II. p. 943, *et seq.*

‡ See Vol. I. Part II. p. 454, and note at p. 869.

ROBERT RAMSAY, Esq.

A Companion of the Most Honorable Military Order of the Bath.

Obtained the rank of Lieutenant, Jan. 8, 1799; was made Commander, Feb. 1, 1812; and appointed to the Regulus 44, armed *en flûte*, Oct. 29, 1813. The principal services in which he was afterwards engaged have been fully detailed at pp. 9—18. His post commission bears date June 13, 1815.

Agents.—Messrs. Barnett and King.

JOHN CHARLES GAWEN ROBERTS, Esq.

Is a son of William Roberts, Esq., late a captain in the 2d or Queen's regiment of dragoon guards, by Sarah Gawen, of Salisbury, whose family, for many generations, possessed considerable estates in Wiltshire. His paternal ancestors were related to the former Earls of Radnor, and long settled in Yorkshire, from whence his grandfather emigrated to Poland, where he formed a noble alliance, and had several children *.

Mr. John C. G. Roberts was born at Salisbury, co. Wilts, Aug. 25, 1787; and brought into the royal navy at a very early age, by his maternal uncle, Lieutenant Jeffery Gawen; but under the patronage of that inestimable and much lamented nobleman, the late Earl of Pembroke, K. G.†

After serving the necessary time as midshipman, on board the Dreadnought 98, Captain James Vashon, and Naiad frigate, successively commanded by Captains James Wallis

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* The eldest son, as well as this officer's father, entered the British service, and held a commission in the royal horse-guards. The former earldom of Radnor became extinct in 1757.

† Lieutenant Gawen has recently retired with the rank of commander. Particular mention is made of the great antiquity of his family in Sir Richard Colt Hoare's "*Ancient Wiltshire.*"

and Thomas Dundas, he passed his examination in 1805, and was immediately appointed a sub-lieutenant. On the 12th Oct. in the same year, a commission was signed by the Admiralty, appointing him to the Pompée 74, Captain Richard Dacres, in which ship he was present during the whole of the arduous and important services she performed whilst bearing the flag of Sir W. Sidney Smith, on the Mediterranean station. The defence of Gaeta; the reduction of Capri, on which occasion he commanded a division of the storming party; the attack of fort Licosa, in which affair the Pompée sustained a loss of 42 killed and wounded; the disarming of the coasts of Naples and Calabria, from the gulf of Salerno to Scylla; the destruction of a Turkish squadron, during the memorable expedition against Constantinople, &c. &c. have already been mentioned in our first and succeeding volumes. We have likewise stated that the Pompée bore the flag of Vice-Admiral Stanhope, in the grand armament sent against Copenhagen; and we should here add, that her boats, under Lieutenant Roberts and his brother officers, were constantly employed in repelling the attacks made by the Danish flotilla on the left wing of the British army.

Lieutenant Roberts subsequently joined the Foudroyant 80, Sir W. Sidney Smith's flag-ship, on the South American station, from whence he returned to England with that distinguished officer, in the Diana frigate, Aug. 7, 1809. His next appointment was to the Shearwater brig, Captain Edward Reynolds Sibly; and he appears to have been first lieutenant of that vessel, when she effected her escape from a division of the Toulon fleet, July 20, 1810 *. He was shortly afterwards removed, at the particular request of Sir Samuel Hood, into the Hibernia 120; and on that lamented officer's departure from the Mediterranean, in consequence of his nomination to the chief command in India, we find him joining the Centaur 74, Captain J. C. White; of which ship he was senior lieutenant during her active co-operation

* See Suppl. III. p. 240.

with the Spanish patriots, on the coasts of Valencia and Catalonia.

After the fall of Tarragona, to the storming of which place he was an eye-witness *, Lieutenant Roberts joined the flotilla employed in the defence of Cadiz, where he remained until his promotion to the command of the Merope brig, July 23, 1812. He then returned to the east coast of Spain, and continued there, under the orders of Rear-Admiral Hallowell, until the peace with France, in 1814. The important services performed by the squadron of which he formed a part were thus officially acknowledged.

"*H. M. S. Malta, off Balaguer, 19th June*, 1813.

"Sir,—The ardour with which the captains, officers, and men of all descriptions of the squadron under my command, engaged in co-operation with the army upon the coast of Catalonia, and the indefatigable zeal and cheerfulness with which they performed the laborious duties that fell to their province, have been so conspicuous, as to entitle them to the highest praise on my part.

"That greater advantages to the public cause did not result is to be lamented, but ought not, and will not, I trust, discourage in the smallest degree further exertions. It is yet early in the campaign, and further operations are projected, wherein the same unwearied perseverance, the same alacrity, and cordial co-operation with the army, will have happier effects, I hope, and be crowned with complete success.

"I therefore request that you will express to the officers and company of H. M. sloop under your command, my grateful sense of their recent exertions, and my confidence in the continuance of them, whenever the opportunity shall be given.

"Vice-Admiral Sir Edward Pellew, the commander-in-chief, having, moreover, consigned to me the pleasing task of communicating his public thanks for the promptness and fidelity with which my orders have been uniformly executed, by all ranks in the squadron, I have great satisfaction in signifying his sincere acknowledgments of the meritorious conduct of yourself, your officers, and ship's company, on the present service (of which he has received abundant testimony); and I am to request that you will make this known to them accordingly. I have the honor to be, &c.

(Signed) "Ben. Hallowell."

"*To Captain Roberts, H. M. Sloop Merope.*"

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* See Vol. II. Part I. p. 225 *et seq.*

"*H. M. Ship Invincible, Saloa Bay, 21st June*, 1813.

"GENERAL MEMORANDUM.

"Captain Adam has it in command from Vice-Admiral Sir Edward Pellew, Bart., commander-in-chief of H. M. ships in the Mediterranean, to express to the captains, officers, and men of the detachment serving upon the coast of Catalonia, his sincere thanks and approbation of their conduct during the recent service at Tarragona, and the Coll de Balaguer, in co-operation with the army. Their zealous exertions were most conspicuous. Captain Adam is happy to have an opportunity of expressing his most grateful thanks for their exertions; and requests the captains and commanders will make known to their officers and men, the high approbation of the commander-in-chief.

(Signed) "CHARLES ADAM."

"*To the respective Captains and Commanders on the Coast of Catalonia.*"

"*H. M. Ship Malta, at Sea, 27th April*, 1814.

"GENERAL MEMORANDUM.

"Rear-Admiral Hallowell has great pleasure in transmitting to the captains, officers, seamen, and royal marines of the squadron lately employed under his directions, an extract from the general orders issued by Lieutenant-General Clinton, commander of the forces, on the breaking up of the army from the blockade of Barcelona, a copy of which was enclosed to him by the Lieutenant-General. The Rear-Admiral begs leave to express in the strongest terms, the high sense he entertains of the merits of the different officers and men serving under him, and he requests they will accept his unfeigned thanks and acknowledgments for the cordial and zealous support they have afforded him, in the execution of the various duties they have had to perform, during the whole time of their employment on the coast of Catalonia.

(Signed) "BEN. HALLOWELL."

"*To the respective Captains and Commanders of H. M. Ships and Vessels.*"

(ENCLOSURE.)

"*Head Quarters, Molins del Rey, April 14th*, 1814.

"In like manner the Lieutenant-General is particularly desirous of taking this opportunity of publicly expressing the high sense he has of the great advantages derived to the public service from the hearty co-operation there has been on the part of Rear-Admiral Hallowell, and the squadron under his command, upon which the operations, and almost the very existence of this army have materially depended. It is impossible to say too much of the energy, the activity, or the judicious management, evinced by the Rear-Admiral on all occasions; while animated by his example, every individual under his command, whether of the men of war, or of the transport ships, have seemed to vie with each other in forwarding

the public service to the utmost, and in endeavouring by every obliging considerate attention, to convenience the situation of individual officers and men, whenever the circumstances of the moment have put it in their power to afford their disinterested and truly hospitable assistance.

(Signed) "Thos. Mollot, Assistant-Adjutant-General."

In April, 1814, Captain Roberts was removed to the Pylades, ship-sloop, and sent direct from the Mediterranean to North America. In Sept. following, while cruising off the entrance of the bay of Fundy, he recaptured, with his boats, after some considerable resistance, a fine teak-built ship called the Betsy, of 600 tons, with a cargo of spices, which had been taken on the coast of Sumatra, by an American privateer: in this affair Captain Roberts and 2 of his men were wounded.

The Pylades subsequently joined company with Rear-Admiral Hotham, off New London; and Captain Roberts was entrusted by that officer with the blockade of Newport, Rhode Island, on which coast he captured and destroyed many of the enemy's vessels. After the conclusion of hostilities between Great Britain and the United States, he was sent with despatches to Cumberland Island, and ordered from thence to the West Indies. His post commission bears date June 13, 1815.

Since the general peace, Captain Roberts was under the painful necessity of quitting England, and seeking an asylum abroad, in consequence of a very heavy pecuniary demand having been made on him by the proprietors of a Spanish vessel that he seized, under very peculiar circumstances, in 1812; and but for the kind consideration of the Board of Admiralty, in unison with the strenuous and unremitting exertions of his early and constant friend, the Earl of Pembroke (who died in 1827), he must ever have remained an exile from his native country.

This officer married, May 31, 1817, Charlotte, eldest daughter of the late Lord Chief Justice Dallas, and niece to Sir George Dallas, Bart. He has issue two sons and one daughter. His only brother, William Gilbert Roberts, Esq. is a Commander, R. N.

SAMUEL ROBERTS, Esq.

A Companion of the Most Honorable Military Order of the Bath.

This officer is a native of Waterford, in Ireland. He entered the naval service at an early age, and was a midshipman of the Adison frigate, Captain Philip Charles Durham, in Sir John B. Warren's action with Mons. Bompart, and at the capture of la Loire, Oct. 12 and 18, 1798 *.

Mr. Roberts subsequently joined la Volage 24, Captain the Hon. Philip Wodehouse, under whose command he proceeded to the Jamaica station, where he assisted in cutting out many of the enemy's vessels; but at length had the misfortune to be severely wounded and taken prisoner. We next find him serving on board Sir John T. Duckworth's flag-ship, the Leviathan 74, during the peace of Amiens. Immediately after the renewal of hostilities, he was placed by that officer under Captain Edmund Boger, of the Echo sloop of war. In 1804, he assisted at the capture of a French transport, full of troops; and a privateer, mounting 16 guns, with a complement of 50 men †. Five well-armed vessels, having on board 250 soldiers, were also captured by a single boat under his command, containing no more than 13 men, with cutlasses, muskets, and pistols. On another occasion, having been accidentally left ashore at Jamaica, and observing a privateer take possession of the Dorothy Foster, a valuable West India trader, he immediately embarked with some volunteer seamen in another merchant vessel, pursued the enemy, and, after an obstinate conflict, compelled him to surrender his prey. For this exploit he was rewarded with an order to act as lieutenant of the Echo.

Captain Boger subsequently gave Mr. Roberts the command of a tender, mounting one 12-pounder carronade and two 2-pounders, with a crew consisting of 21 men; direct-

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* See Vol. I. pp. 171 and 452. † See Suppl. Part I. p. 155 *et seq.*

ing him to look out for and endeavour to detain some Spaniards about to sail from the Havannah for Europe. He shortly afterwards fell in with two vessels, one of 12 guns and 30 men, the other carrying 8 guns and 40 men; their superiority in force was not greater than what they possessed in sailing; determined, however, to defend his little craft until the last extremity, he fought them for half-an-hour, and did not yield until she began to sink, taking with her to the bottom the whole of the killed and wounded. For several months from that period, Mr. Roberts was imprisoned in a damp dungeon, treated in the harshest manner, and kept destitute of the most common necessaries of life. On recovering his liberty, he was again received by his friend, Sir John T. Duckworth, with whom he returned to England, in a very deplorable state of health, as passenger on board the Acasta frigate *. We have already stated, that he was a volunteer under Lieutenant (now Sir Nisbet Josiah) Willoughby, when that heroic officer conceived the idea of cutting out a Spanish corvette from the harbour of St. Martha †. His first commission bears date May 22, 1806.

We next find Mr. Roberts serving as lieutenant of the Unicorn frigate, Captain Lucius Hardyman; and commanding a detachment of 50 seamen, at the capture of Monte Video ‡, on which occasion he rendered important aid to the right column of the assailants, by scaling the walls of the town, near the north gate, and helping to force it open from within.

After his return from South America, Mr. Roberts became senior lieutenant of the Unicorn, in which capacity he assisted at the destruction of la Ville de Varsovie, French 80, and her consorts, in Aix roads, April 12, 1809 §. He subsequently removed, with Captain Hardyman, to the Armide 38, and commanded her boats at the capture and destruction of 15 of the enemy's coasting vessels, near Rochelle, in Jan. and Feb. 1810 ‖.

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* See Vol. I. Part II. p. 794. † See Suppl. Part II. p. 128.
‡ See Vol. I. Part I. p. 406 *et seq.* § See *ib.* p. 84.
‖ See Suppl. Part II. p. 444 *et seq.*

Early on the morning of May 4 following, the boats of the Armide, assisted by those of the Cadmus sloop, and Monkey and Daring gun-brigs, the whole under the directions of Lieutenant Roberts, made an attack upon a convoy at the Isle of Rhé, defended by batteries on shore, two armed luggers, and several pinnaces. Although the enemy were well prepared to receive them, our brave fellows boarded and took possession of 17 sail; but the wind unfortunately veered round from the northward to E. S. E. and blowing fresh into the anchorage, with a flood-tide, rendered abortive every attempt to bring them out; 13 were consequently burnt, and the others left on shore. In the performance of this dashing service, the British had 3 killed and 3 severely wounded; all belonging to the Armide. One of the slain was Lieutenant P. S. Townley, a gallant and very promising young officer.

Early in 1812, Mr. Roberts was applied for by the late Admiral Sir William Young, under whom he served as first lieutenant of the Impregnable 98, on the North Sea station, until his promotion to the rank of commander, Dec. 6, 1813; at which period he had not seen a relation for 17 years.

On the 19th Feb. 1814, Captain Roberts was appointed to the Meteor bomb; and in that vessel he accompanied a detachment of British troops, under Major-General Ross, from the Garonne to North America, where he again distinguished himself on many occasions, particularly during the expeditions against Alexandria *, Baltimore, and New Orleans †. He was nominated a C. B. June 4, 1815; advanced to post rank on the 13th of the same month; appointed to the Tay 26, in Jan. 1816; wrecked in the gulf of Mexico, Nov. 11 following; and fully acquitted of all blame for the loss of that ship, by a court-martial held at Jamaica, in March, 1817.

Some time after his return to England, Captain Roberts was entertained at the Commercial Hotel, Waterford, by a numerous and most respectable assemblage of his fellow-citizens, who were desirous to manifest their sense of his

* See Vol. II. Part II. pp. 941—945. † See p. 5 *et seq.*

merit, and of the services which he had rendered to his country, by a public testimony of approbation. In the course of the convivial day, it was stated by the chairman, Thomas King, Esq. that their respected guest had fought the enemies of Great Britain, on *fifty-three* occasions *.

This officer's last appointment was, Jan. 31, 1823, to the Egeria 24; in which ship he brought home Mr. Morier, late British Commissioner in Mexico, and a quantity of cochineal and specie, from Vera Cruz and the Havannah, July 13, 1825.

Agents.—Messrs. Maude & Co.

DAVID PRICE, Esq.

Is descended from the Prices, of Bulch Trebanne, co. Carmarthen, a property long in their possession; and, maternally, from the Powells, of Abersenny, in Brecknockshire.

He entered the royal navy, at the early age of eleven years, as midshipman on board the Ardent 64, Captain Thomas Bertie, which ship formed part of Lord Nelson's division at the battle off Copenhagen, April 2, 1801 †; and on that occasion suffered very severely in her hull, masts, sails, and rigging, besides sustaining a loss of 93 men killed and wounded, exclusive of about 40 others who received slight hurts and contusions. This sanguinary conflict took place in the second month of his professional career.

The Ardent was paid off in the spring of 1802; and Mr. Price soon afterwards joined the Blenheim 74, then stationed as a guard-ship at Portsmouth, but subsequently bearing the broad pendant of the late Sir Samuel Hood; under whom he also served in the Centaur 74, on the Leeward Islands' station. Previous to that officer's departure from the West Indies, Mr. Price was lent, for short periods, to the Osprey and St. Lucia, sloops of war. He afterwards

* Nav. Chron. v. 40, p. 259. † See Vol. I. p. 384.

served with Captain Murray Maxwell, in the Centaur, Galatea, and Hyæna, which latter frigate escorted home a fleet of merchantmen, in Nov. 1805. On his arrival in England, he again joined the Centaur, and was signal midshipman of that ship at the capture of four large French frigates, full of troops, after a smart action, Sept. 25, 1806 *.

Towards the end of 1806, Sir Samuel Hood received orders to join a secret expedition at the Cape Verd Islands, but which sailed from thence previous to his arrival. He subsequently cruised, with a squadron under his orders, between Madeira and the Canaries. In the summer of 1807, he was appointed to a command in the grand armament destined to act against the Danish capital, off which he first hoisted his flag, as Rear-Admiral, on the 18th Oct. following.

During the bombardment of Copenhagen, Mr. Price was principally employed in the Centaur's guard-boats, preventing the arrival of supplies for the besieged, from the Baltic side: after the submission of the Danes, he assisted in equipping, and bringing to England, the Norge 74. At the close of the same year, he witnessed the occupation of Madeira, by a naval and military force under Sir Samuel Hood and Major-General Beresford. The destruction of a Russian 74, by the Centaur and Implacable, at the entrance of Rogerswick harbour, Aug. 26, 1808, has been fully described at p. 649 *et seq.* of Vol. II. Part. II.

Some time previous to the latter event, Mr. Price and another midshipman † were sent in one of the Centaur's cutters, commanded by Lieutenant James Shea, to cut off a Danish despatch boat, then endeavouring to pass the isle of Moen, on her way from Copenhagen to Bornholm. Finding it impossible to escape by sea, the enemy pushed on shore under a high cliff, where a body of troops was posted, with several pieces of cannon. As the cutter approached, the Danes opened a heavy fire; and, just as she touched the

* See Vol. I. Part. II. p. 570 *et seq.*, and Suppl. Part II. p. 417.

† The present Captain Walcott.

beach, Lieutenant Shea fell mortally wounded. The object of pursuit however, was gallantly secured and towed off by the two midshipmen, one of whom, Mr. Price, was struck in the hand by a spent musket-ball, after cutting the rope which secured her to the shore.

The Centaur's return home, for the winter season, afforded Mr. Price an opportunity of passing his examination; and in April, 1809, Sir Samuel Hood appointed him acting lieutenant of the same ship in which he had first embarked as a midshipman.

The Ardent was then at Gottenburg, commanded by Captain Robert Honyman, and about to be stationed in the Great Belt, for the protection of our Baltic trade. While thus employed, her boats were frequently detached, and often engaged with the enemy's flotilla. On one occasion, Mr. Price was sent with a small party to procure wood and water at the island of Ronsoe, but unfortunately, 300 Danes had arrived there the night before, and by concealing themselves until after he landed, they were enabled to surround him, and effectually cut off his retreat. Resistance against such superior numbers would have been quite useless, and he therefore had no other alternative but to surrender: several of his men, who had been left as boat-keepers, were either killed or wounded while endeavouring to escape.

From Ronsoe, Mr. Price was removed to Odensee, in the Isle of Fuen; but his captivity was not of long duration, for in the course of the same season we again find him on board the Ardent, his appointment to which ship was confirmed by the Admiralty, Sept. 28, 1809. Scarcely had he rejoined her, when she got aground on Anholt-reef, through the ignorance of her pilot, and narrowly escaped destruction.

Very soon after this disaster, Lieutenant Price captured a Danish vessel, in which he had the misfortune to be cast away on the coast of Norway, and was consequently taken prisoner. When exchanged, he once more returned to his old ship; and occasionally commanded her tender, on detached service, in the summer of 1810.

Lieutenant Price's next appointment was, about Feb. 1811,

to the Hawke brig, of 16 guns, Captain Henry Bourchier, whose high opinion of his merits will be seen by the handsome mention he makes of him in an official letter to Admiral Sir Roger Curtis, dated Aug. 19, 1811; a copy of which is given at p. 435 *et seq.* of Suppl. Part II.

Two days before the gallant action there described, Lieutenant Price, with the Hawke's jolly-boat alone, had cut out a French vessel, near Cape Barfleur, under a galling fire from the shore. He subsequently received the following reply to a letter which he had addressed to Sir Samuel Hood, on hearing of his appointment to the chief command in India:

"My dear Sir,—I thank you for your congratulations, and am glad to hear of your welfare and success. A small ship is best, when an officer has zeal and exertion: so long as you continue to deserve my attention (which I have little doubt of), if fortune does not favor you, and it is in my power to serve you hereafter, I shall never neglect, nor forget that you are in the service under my protection. Believe me very faithfully yours,

(Signed) "Saml. Hood."

This friendly epistle was followed by an offer from the writer to get his protegé removed into a frigate on the East India station; but as Sir Samuel had several very old followers then looking up to him for promotion, Lieutenant Price preferred remaining in the Hawke, which vessel continued to be actively employed on the Cherbourg station, under the command of Captain George Wyndham, by whom he is highly spoken of in an official letter, reporting the capture of a schooner in the river Isere, by a small gig under his directions, exposed to a smart fire of musketry from the shore. It would greatly exceed our limits were we to make particular mention of every boat affair in which he was engaged at that period; but there is one that we cannot pass over in silence, particularly as it remains unnoticed by either of our contemporaries.

On the 21st Oct. 1811, Lieutenant Price reconnoitred Barfleur, and discovered a lugger and several brigs lying there, in a situation to be easily carried by the boats of a frigate and sloop. This being reported to Captain Stephen Thomas Digby, of the Theban 36, that officer immediately

detached his barge, &c. under Lieutenant John Maples, "to be guided by the further directions of Captain Wyndham." The result of the attack is thus stated in an official letter from Captain Digby to Sir Home Popham:—

"*The barge unfortunately separated.* One of the brigs was most gallantly carried by Lieutenant Price, and Mr. Smith, master of the Hawke, in two of her boats, but *from ours not arriving in time for their support*, and the brig being chained, they were obliged to abandon their prize, with, I am sorry to say, the loss of 2 men killed and 5 wounded. Among the latter is Lieutenant Price severely."

We are informed, that the Theban's barge went to examine a strange object, which proved to be a buoy; and that Lieutenant Price, on being hailed by a French guard-boat, dashed forward and boarded the nearest brig, under a heavy fire, by which 2 of his companions were slain and 3 wounded. After gaining her deck, and cutting down two Frenchmen, he was himself felled by the butt-end of a musket, the wielder of which jumped upon his body, and would quickly have despatched him but for the timely aid of his only follower, who was then unhurt, but soon afterwards severely wounded. When relieved from his critical situation by that gallant tar, he commenced an attack upon the French captain, who, however, parried the blow intended for him, and succeeded in disarming his assailant: at the same moment, Lieutenant Price was bayoneted by another foe.

During this very unequal combat on the brig's deck, Mr. Smith, in the Hawke's cutter, made an attempt to board her also, but failed in consequence of the side, on which he was, being defended by several resolute fellows within a strong netting. Pulling back towards the harbour's mouth, he discovered the Hawke's gig likewise retreating, and anxiously questioned the people in her respecting his gallant messmate: on their saying that they believed the Lieutenant was killed, he instantly resolved to renew the attack, declaring that he would bring him away, "whether dead or alive."

In the mean time, Mr. Price had discovered that the gig was gone, and determined to swim after her, rather than be taken prisoner; rightly imagining, that as only one man

had come to his support, the remainder of the crew were either killed or too badly wounded to assist him; and therefore hoping that he should be able to overtake and hang by her until she met with some other boat. When picked up by the cutter, his strength was almost gone.

On the Hawke's arrival at Portsmouth, Lieutenant Price was sent to Haslar hospital, her surgeon believing that his hip-bone had been splintered; and three months elapsed before the real cause of his protracted sufferings was discovered. The fact is, that the Frenchman's bayonet had been thrust with great violence against the upper part of the thigh-bone; and that it broke when he made a spring to extricate himself, leaving a piece, four inches and a half in length, behind: this was extracted by Mr. Charles Dods, one of the surgeons of the above establishment, and it is supposed that, as the flat part lay close to the bone, the probe had always passed along one of the grooves.

Lieutenant Price's subsequent appointments were, to the Mulgrave 74, Captain Thomas James Maling; and San Josef, a first rate, fitting for the flag of Rear-Admiral Foote, previous to that officer becoming the second in command at Portsmouth*. He also served in the latter ship under Sir Richard King, by whom he was selected to do the duty of first lieutenant, although then only the *third* according to seniority.

The last brush in which Lieutenant Price was engaged with the French took place off Toulon, Nov. 5, 1813; on which occasion the San Josef had two fine young officers and two men wounded, whilst exchanging broadsides with the Wagram, of 130 guns. Each of the former † lost a leg by one unlucky shot.

The subject of this memoir was promoted to the command of the Volcano bomb, on the Mediterranean station, Dec. 6, 1813; and sent from thence to North America, in the

* See Suppl. Part II. p. 437, *et seq.*

† Lieutenant William Clarke, R. M. and Mr. William Cuppage, signal-midshipman.

summer of 1814. He appears to have joined the fleet under Sir Alexander Cochrane in time to assist at the bombardment of fort M'Henry, protecting the entrance to Baltimore harbour; and we afterwards find him actively employed in the Potowmac river, under Rear-Admiral Pulteney Malcolm, who frequently allowed him to land, for the purpose of annoying the enemy, and contributing to the wants of the British squadron.

On the 31st Oct. 1814, being then in the windward passage, with a transport under convoy, bound to Jamaica, Captain Price fell in with the Saucy Jack, American schooner privateer, mounting 7 guns, with a complement of 160 men. This vessel he succeeded in decoying under his guns, but owing to her great superiority in sailing, she was enabled to effect her escape, after receiving two broadsides from the Volcano, as well as a warm salute of musketry from the troops on board the transport. In this affair, Lieutenant J. P. Furzer, R. M. A. and two of the bomb's crew were killed; the enemy, according to their own report, had 7 slain and 14 wounded.

At the commencement of the operations against New Orleans, Captain Price was employed in surprising an American piquet, posted at the entrance of the Bayou Catalan.* He was subsequently wounded by a rifle-ball, on which occasion Rear-Admiral Malcolm wrote to Sir Alexander Cochrane as follows:

"*Head of the Bayou Catalan 24 Dec.* 1814.

"Sir,—I have the honor to inform you, that last evening, the enemy in great force attacked General Keane's little army, and were repulsed. When the attack commenced, I directed Captain Price, of the Volcano, to inform the General that the troops just landed were hastening to his support, and that I had ordered the seamen to carry up a supply of ammunition. Whilst executing this service, he fell in with a party of the enemy, who fired at and shot him through the thigh. In this state, he not only made his escape, but secured an American soldier: I trust his wound is not dangerous, as he is a gallant young man and an excellent officer."

Although wounded in the manner described, Captain Price did not wish to be considered a non-combatant, and there-

* See Suppl. Part III. p. 259.

fore no mention was made of him in the list of casualties transmitted home on that occasion: the fact of his having so suffered, however, was made known to the Admiralty, in a letter from Sir Alexander Cochrane, dated Jan. 29, 1815.

The Volcano formed part of the naval detachment sent up the Mississipi, to bombard fort St. Philip, and create a diversion in that quarter; on which service Captain Price remained, with his mortars almost constantly in play, until the retreat of the British army. He then proceeded to Mobile bay, and there again distinguished himself by his zeal and activity, in the command of a division of boats, during the siege of fort Bowyer. On the intelligence of peace arriving from England, he was sent with a flag of truce to announce the same to the American general; and he was finally directed to remain in that neighbourhood until the fort was restored to the proper authorities, according to the first article in the treaty of Ghent. He took his departure from thence, April 5, 1815; arrived at Portsmouth, May 31; and was advanced to post rank on the 13th of the following month.

Agent.—C. Clementson, Esq.

ARCHIBALD TISDALL, Esq.

Was made Lieutenant, Oct. 7, 1806; Commander, Feb. 16, 1813; and Post-Captain, July 14, 1815.

JOSEPH GULSTON GARLAND, Esq.

Was made Lieutenant in 1801; Commander, Jan. 22, 1806; appointed to the Alert of 18 guns, Oct. 7, 1813; and posted Aug. 19, 1815.

RIGHT HON. ALGERNON, LORD PRUDHOE,

State-Steward to the Lord Lieutenant of Ireland, and Fellow of the Royal Society.

THIS officer is the Duke of Northumberland's only brother. He was born Dec. 15, 1792; made lieutenant Dec. 16, 1811; promoted to the command of the Swallow brig, on the Mediterranean station, Mar. 8, 1814; appointed acting captain of the Cossack 22, in the summer of the same year; advanced to post rank Aug. 19, 1815; and created a peer of Great Britain, Aug. 14, 1816.

ROBERT ROWLEY, Esq.

SERVED as lieutenant under Sir Charles Cotton, Bart. in 1810 and 1811; obtained the rank of commander, Mar. 21, 1812; was appointed to the Melpomene troop-ship, Oct. 29, 1813; and advanced to post-rank Aug. 21, 1815. Since the peace he has commanded the Egeria 24, on the Newfoundland station; and Semiramis frigate, bearing the flag of Rear-Admiral Plampin, at Cork. He married, Sept. 30, 1822, Eliza, daughter of the late George Mackay Rose, of the island of Grenada, Esq.

WILLIAM STANHOPE BADCOCK, Esq.

YOUNGEST son of the late Thomas Stanhope Badcock, formerly of Little Missenden Abbey, co. Bucks, Esq. by Anne, daughter of the late William Buckle, of Mythe House, near Tewkesbury, Esq. His father, and his late uncle, Lieutenant-Colonel Lovell Badcock, were both High Sheriffs of Buckinghamshire: the former served in the 6th regiment of foot, as lieutenant, in America and the West Indies, during the war between Great Britain and her colonies; after which he held a commission in the Royal Bucks militia, and was

with that corps in Ireland, during the damning rebellion, in 1798. Their grandmother was a daughter of Sir Salathiel Lovell, one of the Barons of the Exchequer, whose other daughters married into the Barrington and Stanhope families: their mother was the daughter and heiress of Colonel Lovell, who died at the Cape of Good Hope.

The subject of this memoir entered the navy, in May 1799, at the age of eleven years; and first went to sea in the Renown 74, bearing the flag of Sir John Borlase Warren, to whom he had been recommended by the late Marquis of Buckingham, a nobleman of the highest character.

During the winter of 1799, the Renown was employed off Ushant, under the orders of Lord Bridport and Sir Alan Gardner; but on Earl St. Vincent assuming the command of the grand fleet, Sir John B. Warren was sent to cruise between Brest and Rochefort, on which station the boats of his squadron captured and destroyed, in June and July 1800, la Therése French national ship of 20 guns, 7 other armed vessels, 9 sail of merchantmen laden with government supplies, 3 land batteries, and the same number of magazines *. The result of an expedition against Ferrol, under Sir J. B. Warren and Lieutenant-General Sir James Pulteney, has has been stated at p. 220 *et seq.* of Vol. I. Part I. On the 29th Aug. 1800, a detachment of boats, under Lieutenant Henry Burke, of the Renown, captured la Guipe French ship privateer, of 18 long 9-pounders and 161 men, near the narrows of Redondella, in Vigo bay. On this occasion, the British had 3 men killed and 20, including Lieutenants Burke, John Henry Holmes, and James Nourse, wounded; the enemy's loss amounted to 25 slain and 40 wounded. Shortly afterwards, Sir John B. Warren gave over the command of the armament to Sir Edward Pellew, and proceeded on a cruise off the Western Islands, in hopes of falling in with some of the Spanish treasure ships from South America. The manner in which the Renown was employed between Nov. 1800 and July 1804, is described in our memoir of

* See Vol. I. Part II. p. 493 *et seq.* and Suppl. Part III. p. 322.

Captain John Chambers White, with whom Mr. Badcock returned to England, in the Kent 74 *.

We next find him serving under Captain George Martin, in the Barfleur 98; from which ship he was removed to the Neptune, of similar force, commanded by Captain Thomas Francis Freemantle, whom he rejoined, after a short leave of absence, just in time to bear a part at the glorious battle of Trafalgar †.

Twelve days after that ever memorable event, Mr. Badcock was appointed acting lieutenant of the Melpomene frigate, Captain Peter Parker. His first admiralty commission bears date Jan. 29, 1806. The following are extracts of a journal, by Captain Parker, of his proceedings during a tremendous gale of wind, in which the Melpomene lost her rudder, main-top-mast, &c. sprung her fore and main lower yards, and had her main-mast dreadfully shattered:—

"We parted from the fleet, under Lord Collingwood, on the 8th Dec. 1805; the Orion 74, Endymion frigate, and Weazel brig, accompanied us. We were going to scour the Mediterranean, in quest of a squadron of frigates, under the command of Jerome Buonaparte, who was reported to have sailed from Genoa. The weather continued pretty moderate until the 11th, when we captured a Spanish settee, laden with stores, and took her in tow for the purpose of conveying her to the commodore, who was to windward; but at 11 P. M., in a violent squall, we cut her adrift, and afterwards scuttled her. On the 12th, made Majorca; carried away the larboard bumpkin, and found the main-yard sprung; lowered it down, and fished it. 13th, owing to the violence of the gale and the heavy sea, bore up, with the Weazel in company; ship labouring very hard. 14th, lost sight of the Weazel, as we had before done of the Orion and Endymion. 15th, at 9 P. M. came on a most tremendous squall, with thunder, lightning, rain, and sleet; clewed all up. At about 9-15, the main-mast was struck by lightning; the fluid exploded by the pumps, and hurt an officer and a sailor ‡. 16th, wind more moderate, and steady; examined the main-mast, found it severely splintered in many places, particularly about the hoops and in the wake of the trusses, where copper had been nailed on. Stood towards Barcelona, in hopes of rejoining the Orion. 17th, at 9 A. M. the sea rising all around us, with water-spouts and flashes of lightning in every direction; furled all the sails, and prepared for

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* See Vol. II. Part I. pp. 231—233.

† See Suppl. Part III. note at p. 250 ‡ The former was Mr. Badcock.

another gale; at 11, a very heavy sea pooped us, stove in the dead-lights, and filled the cabin with water. P. M. the wind increased to a perfect hurricane; at 1, the ship was struck by lightning, and the main-mast much hurt. At 2, most tremendous squalls, with rain, thunder, &c. the storm-stay-sails blew to atoms, the ship entirely unmanageable, and whole seas breaking over her. The rudder-head gave way, chocked the rudder, and secured it with the pendants. At 3-30, the main-top-mast went in three pieces; and at 4, both the rudder-chains gave way. At 6, a man fell from the fore-yard on the best-bower anchor, but was not killed. All the pumps obliged to be kept constantly going. 18th, the quarter-boats were stove; found the rudder gone from the stern-post. At 10 A. M. the carpenter reported the main-mast sprung, a few feet above the quarter-deck. P. M. the sea mountains high, got a cable from the stern with hawsers, &c. and struck the mizen-top-mast, but found it impossible to wear the ship. 19th, more moderate, with a heavy swell; employed in making a Pakenham's rudder. Saw the Colombretes, two points on the lee bow, distant 5 leagues. Made all sail on the fore-mast, in hopes of wearing, as we were drifting bodily down on those rocky uninhabited islands. Finding she would not wear, anchored with a spring on the cable, in 60 fathoms. At midnight, tremendous squalls, with thunder, lightning, and rain. 20th, at 1 A. M. found the ship driving, cut the cable and spring, set the storm-stay-sails and fore-sail; saw the islands W. S. W., the ship would lie no higher. No chance remained of saving a single life, when the wind shifted in a dreadful squall, and allowed her to lie up S. E. for 40 minutes, which put us clear of danger. P. M. succeeded in shipping the rudder, and found, to our great joy, the ship once more under command. 21st, a steady breeze from S. W.; bore up for Malta. 22d, hard gales; found the fore-channel very badly started; 25th, at midnight, anchored off Valette light-house. 26th, warped into the harbour; found the fore-yard sprung and the ship very much strained."

After her defects were made good at Malta, the Melpomene conveyed Major-General Sherbrooke, and escorted a body of troops from Messina to the coast of Egypt. She was subsequently stationed off Gaeta, to assist in the defence of that fortress, then besieged by Marshal Massena, with 30,000 men. Here the zeal and bravery of her officers and men were conspicuous; and their conduct was rewarded with the grateful thanks of its intrepid defender, the Prince of Hesse, whose long and brilliant defence is yet alive in the public recollection.

We next find the Melpomene conveying a spy, with despatches, from Palermo to the bay of Naples, and Lieutenant

Badcock volunteering to land him under cover of night, which, after being twice discovered, and the alarm guns fired, he at length succeeded in doing, close to the walls of the town. On this occasion, being well aware of his fate if taken prisoner, he recommended his men to fight to the last, should they be attacked, as they would find it better to be shot than hanged. From thence the Melpomene proceeded off Leghorn.

On the 18th May, 1806, Lieutenant Badcock was suddenly ordered to jump into a 6-oared cutter, and proceed in pursuit of a French row-boat and several other small vessels near the shore. So eager was Captain Parker to go in chase of a ship then to leeward, that he would not allow him time to get his sword and pistols, but directed him to push off with the arms that were hastily thrown into the boat as she descended from the quarter, consisting of only 4 cutlasses and 2 pistols, for nine persons, one of whom was a Tuscan. A small gig, however, was afterwards sent to his assistance, and directed by him to attack one of the merchant vessels, while he continued to pursue the row-boat, which was captured, after some little resistance, within gun-shot of Leghorn, and found to be so full of corn that there was not room for any of the prisoners to be confined below. Her crew consisted of 16 well-armed men.

It now fell calm, and Lieutenant Badcock ordered four of his men to the oars, in order to get the prize's head off towards the frigate, and increase her distance from the shore. Whilst thus employed, a shot fired at the gig unfortunately drew his attention, and the prisoners, instigated thereto by the Anglo-Italian, rose, and regained possession of the vessel, but not until they had wounded him in the hand, and stunned him by a blow on the head, stabbed one of his men, and thrown two others overboard; leaving only four persons to resist the whole seventeen. We must do them the justice, however, to say, that they did not allow those who were in the sea to perish.

At the expiration of three months, Lieutenant Badcock had the good fortune to get exchanged; and he appears to

have been on board the Madras 54, at Malta, waiting for an opportunity to rejoin his frigate, when a magazine was accidently blown up, by which sad accident near 300 people were killed and wounded; among the former was the gunner of the Madras, who lost his life by a shell bursting over her.

The Melpomene arrived at Malta during the mutiny of Fribourg's regiment, a newly raised corps, consisting principally of Greeks and Albanians, quartered in fort Ricazoli, the gates of which they had shut, after killing some of their superiors, and seizing an English artillery officer, whom they compelled to point the guns against his countrymen.

On hearing of this appalling event, Captain Parker immediately landed his marines, and sent boats, under Lieutenant Badcock, with part of H. M. 44th regiment, to assist in escalading the fort by night. The assault was well-conducted, and would have been crowned with complete success had not six of the mutineers thrown themselves into the powder magazine, resolved to perish there rather than be taken prisoners.

This building, situated nearly in the middle of the fort, a sort of Acropolis, was not defensible in itself; but, as containing an immense store of ammunition, was a gigantic weapon in the hands of these desperadoes. It was in vain to attempt their forcible expulsion; threats were of no avail; and all milder negociations were prohibited by the stern policy of the military commander, who insisted upon immediate and unqualified submission. In storming and carrying the other parts of the fort, three men belonging to the 44th regiment were killed, and Lieutenant Badcock appears to have had a narrow escape, a ball having passed close to his ear just as he entered one of the works. The sequel of this melancholy business is thus narrated in the New Monthly Magazine:—

"These six men, at first confident of making advantageous terms, but afterwards dispirited by the obstinacy of their opponents, and the failure of their provisions, were now employed in frequent attempts at negociation, more submissively, but still very artfully offered. From time to time, some one presented himself with a new proposal, which was invariably answered by a flat denial to receive any but an unconditional surrender.

The countenances of the men were every day more haggard; and it was clear that they must become victims of starvation if they attempted to hold out any longer. The applications were multiplied, and their ingenuity increased with the critical aspect of their situation. Sometimes a truce of a few hours was requested; sometimes their surrender was promised upon the receipt of certain articles of food, or what not. But all this dallying failed. Six days passed away, and the poor wretches appeared on the verge of a most miserable death, pale, sunken, and exhausted. On the morning of the seventh day, one who had officiated as their commander presented himself at the usual place of communication with a fresh demand. His name was Anastatio Ieramachos, well known not only as the first who had broken his allegiance to his superior officers, but as the subtle and resolute supporter of all the rebellious deeds which followed; a crafty, clever Greek, with boldness enough to execute a dangerous act, and skill enough to keep away as much danger as was by human means avoidable. He appeared on one side a small aperture, made for this especial purpose, and demanded an interview with some agent of the Governor. It was conceded to him. He said "that his followers were in the greatest imaginable state of want; that a new enemy had attacked them in the shape of unconquerable thirst; that they had long ago drained their bags and scanty reservoirs, and that they must soon perish or be driven to madness. He and his party threw themselves upon the humanity of the Governor; a little water was all they asked. Such was their distress that they had resolved to endure it no longer, and had come to a determination of blowing themselves up that very evening, unless a previous supply were granted to them. He stated, as usual, that all they wished was to avoid the extreme cruelties of military law; that their death to them was far more to be desired; and that they had deliberately decided, that by exploding the fort, they should perish with less pain and infamy. At nine o'clock that night, unless some concessions were previously made to them,—at the first tolling of the bell of St. John's Cathedral, they would set fire to the magazine;—a few drops of water would prevent that catastrophe."

"Whether the other party discredited the declarations of Ieramachos, and conceived the threat held out only for the sake of gaining what they needed, or that General V——, having read certain maxims in the legislative works of the army, fancied no deviations in any case allowable, cannot in this case be decided. A negative was returned to the request of the Greek, and the day passed in a calm of horrible suspense. Again and again some one appeared on the same errand, re-stating their need, and deepening the picture of their misery, but always concluding with the same constant announcement, that a refusal would be heard more of at the hour of nine that night. And at the hour of nine it WAS heard of. A tremendous burst, as of a thousand riven rocks, startled every one from his security. A shock felt for miles around, and the blaze of a huge conflagration, told to the inhabitants of the neighbouring towns, and the vil-

lages scattered even to the farthest corner of the Island, that these despairing men had kept their word. Windows of houses at the other side of the city of Valetta were shattered into atoms; and when the first dreadful crash had subsided, the shrieks of men in agony reached far and wide through the quiet evening sky, and declared that the authors of this catastrophe had not died unrevenged. When a survey could be made of the extent of this disorder, it was terrible indeed to find what havoc it had caused. The fort ruined and torn into fragments; its walls strewn with corpses, and its fosse streaming with human blood not yet cold.

"The feeling throughout the island was very generally one of commiseration for the poor wretches who had been urged to this conduct by what was considered an almost unnecessary display of austerity on the part of our officers. It was thought that men not inured to military discipline, born, too, under another sky, and accustomed to different habits, should have been handled in the first instance with greater softness and indulgence. It seemed that many of their measures were but the natural and excusable projects of men scarcely yet reclaimed from barbarism, certainly not modelled into the prime pieces of mechanism which older soldiers become. A little clemency then shewn might have soothed the ill-temper they manifested at the sword-and-stick system of the German Adjutant, and prevented the completion of this disaster. But their fate was provoked by measures neither humane nor politic, and the sympathy of the public was greatly on their side.

"The sensations caused by these occurrences were beginning to wear away, and a week had now passed since the event, without changing the popular sentiments on the subject. An old priest was at this period riding home to his *casal* in some secluded district of the interior, and the panniers upon which he balanced his legs were furnished in priestly-wise with sundry dainties of fish, flesh, and vegetables, accommodated to his peculiar palate. The old donkey he bestrode marched leisurely along the unfrequented bye-way, and flapped his long ears to disturb the pestilent flies which lived thereon, much, however, to the inconvenience of his master, whose nose received the migratory swarm, and was discomposed much beyond the degree permitted by the usual serenity of the man. But this occasional affliction did not much interfere with the low, solemn piece of psalmody, or what not, that continually issued from his lips with the words of their national song, like a country-dance played upon the organ of Haarlem. Still proceeded he with the memorable

"'Ten en hobbok jaua calbi,'" *

* "The commencing words of a stanza of the only indigenous song Malta can boast. They may be thus rendered—

"'I love you in my heart,'

"And proceed with—

"'But I hate you before the people:
There is no reason to ask me why;
You, darling, know the reason.'

words too amorous perhaps for his cloth, but, nevertheless, the theme of all, young or old, phlegmatic or unctious, in that country, where the tempers appear as unanimous as the sky is uniform. 'Jana calbi,' repeated the old man, a little put out by a sudden jerk of his donkey, and sidelong movement to the right. 'Jana calbi,' once more he murmured, but in a subdued tone, as he began to fancy that some cause must exist for this eccentricity of his beast; and looking cautiously about him, what saw he but a musket directed upon the level of a stone wall, and the head and shoulders of a soldier planted behind it. The incognito called upon him to stop, but his order was futile. The old man rolled from his donkey, collected his youthful speed, and never ceased running and hallooing "Aima! Aima!" till he reached the village of his home, and was safely ensconced in a fortifying circle of his fraternity. To them he related his adventure with some depth of colour: he said that a ghost had appeared to him dressed like a soldier, and for all the world like one of Fribourg's men, but ghastly and lean, as a ghost should be. He narrated all the circumstances; and the tale reaching the ears of the police, a strict search was made over the face of the country, to ascertain the bodily condition of this spectre. The zeal and number of the persons so employed, soon led to the discovery they desired. In a rude, retired hovel, far from any inhabited quarter, they came upon some men whose looks were not so inhuman but they could recognize under them the six desperate Greeks of Fribourg's regiment! Almost skeletons, their hair hanging about them unshorn and lank, their countenances distorted by disease,—the offspring of protracted want and bad food, they stood like shadows, or scarecrows, an easy capture to the police officers. After the first astonishment had passed away, and it was sure that no farther escape was possible or conceivable, they were questioned as to the mode by which they had preserved life, both during the explosion, which had been so fatal to so many, and afterwards when subjected to detection at every hour of the day. Without reluctance or concealment, Ieramachos gave answer to these enquiries, and told the singular tale which shall conclude this narrative.

"He said that from the first moment of occupying the magazine, he had projected a plan of escape, which was agreed to, and nobly sustained by his staunch associates. No part of their actions afterwards was the result of accident, but arose from the deliberate contrivance of one great plot. It was this. Being thoroughly acquainted with the dimensions and position of the fort, they believed from the first that it might be so undermined as to afford an egress to seaward, and they lost no time in attempting this plan of escape. While the besiegers lay quietly above them, they were employed in excavating, little by little, a passage to the sea-wall of the fortification, which they might make use of as they had the means. The softness of the rock facilitated their labour, and the progress they made was unexpectedly rapid. Having assured themselves of the practicability of an opening, the next difficulty was how to procure an opportunity

of using it. This object was attended with many obstacles. The shell of the outer wall could not be burst open without some noise. By day there would be no chance of getting out unseen; and by night the sound of their operations would be distinctly heard. After long deliberations, the scheme was decided upon, which was executed as we have seen. Though really in great distress, they determined to heighten the appearance of it, and so by degrees bring things to such an extremity that it might appear their pitiable condition drove them to their ultimate act of desperation. For this reason they made such repeated demonstrations of their misery, and finally put the consummation of their rebellious acts upon the pretext of extreme thirst. At the appointed hour they placed themselves at the further end of their subterranean passage; and having laid a communicating train of gunpowder to the heart of the magazine, they awaited only the first bell of St. John's Church as the signal for the hazardous experiment. At a moment quitting the train, and themselves bursting through the stone partition which bound their excavation, they were instantly beyond the reach of death, and of suspicion into the bargain. They relied on the effect of their own display of wretchedness to confirm the opinion that this act was the result of despair; and they knew that the blackened tunnel through which they had crawled, would be attributed to the fury of the explosion, and considered as a channel forcibly, but spontaneously burst, by the volcano they had erected.—They were hitherto right in their surmises; but beyond this fortune deserted them. They wandered by stealth over the deserted parts of the sea-coast, in vain attempting to procure a boat, in which they might pass over to Sicily. Discovered once in a scheme to purloin a speronara* privily, they were in imminent danger of being then delivered up to justice, and were compelled to wait almost hopelessly for a more favourable time. The necessity of lying quite concealed prevented their procuring any but the vilest and least nutritive food. A few vegetables were all they had subsisted upon, but leaves and grass, since the hour of their escape. They bore up, however, manfully, and despite the extreme indigence to which they were reduced, no one committed himself by any unseasonable exposure until the day when one of the least provident, goaded by insufferable pangs of hunger, made the unlucky attempt upon the Maltese priest, which led to their detection.

"They were marched into the city, guarded by two lines of troops, and the forlorn aspect they presented will be remembered by many a spectator till his dying day. Even then they were not dejected. Their eyes were all brightness in the midst of their desolation, like a fire in the darkness of night; and the pitiful natives crouched beneath those glances which

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* Speronara, a little picturesque boat, commonly seen on the channel between Malta and Goza.

told that they were not malefactors, or could not so esteem themselves. In a few hours they were sentenced to the death they had so long succeeded in parrying; and in the last instant of life they manifested the same heroic bearing which has left in the minds of all who saw them a recollection glowing and full of admiration for the last of Fribourg's regiment*."

The Melpomene afterwards proceeded up the Adriatic, where her boats, occasionally commanded by Lieutenant Badcock, captured several merchant vessels, and continually harassed the enemy's coasting trade. She returned to England, with Lord Pembroke and his suite, passengers from Trieste, in Nov. 1807.

Mr. Badcock's next appointment was to the Swiftsure 74, bearing the flag of Sir John B. Warren, under whom he served on the Halifax station until Feb. 1811. Whilst there, and doing duty as first lieutenant, he met with a very serious accident. All sail having been made in chase, he had given up the charge of the quarter-deck, and gone forward to look at the object of pursuit, when the jib flapped, and one of the sheets, coming in with a sudden jerk, broke his jaw and knocked out five teeth. About the same period, Captain Conn, of the Swiftsure, a much respected and most valuable officer, jumped overboard in a fit of derangement, and perished. This sad catastrophe occurred off the Bermudas, May 4, 1810.

On his return from America, Lieutenant Badcock was ordered to Lisbon, on promotion; and he had not been long there before Admiral Berkeley gave him the command of the Tritona hospital-ship, with permission to visit his brother, an officer in the 14th light dragoons, attached to Lord Wellington's army. This indulgence afforded him an opportunity of witnessing a siege by land, as Badajos was taken during the time he remained with that distinguished corps: he also accompanied his brother nearly over the Alemtajo, and into Estramadura. On the 11th June, 1812, he received an order to act as commander of the Brune 38,

* About 55 were executed.

armed *en flûte*, which appointment was confirmed by the Admiralty, on the 13th Aug. following.

In that ship, Captain Badcock successively visited Cadiz, Gibraltar, Minorca, Majorca, and Alicant; also Oran, in Barbary, where he supported the dignity of a British officer, by constantly refusing to pull off his boots before he went into the presence of the Bey, although his object, in seeking several audiences of that personage, was to obtain supplies for the British forces, and he observed that the Spanish Consul and others complied with a requisition so degrading.

Having conveyed those supplies to Alicant, Captain Badcock was ordered by Rear-Admiral Hallowell, under whose orders he had been placed, to take a station in Altea bay, for the protection of the watering place and town. Whilst at anchor there, he prevented a French foraging party, 300 strong, from levying a contribution upon the inhabitants of that place. He subsequently drove a small privateer on shore, near Denia, in the Gulf of Valencia; and obtained well-merited praise "for the assistance he afforded" Lieutenant-Colonel Prevost and Captain Charles Adam, while attached to the army, at the siege of the Col de Balaguer *. On the day after the surrender of that strong fortress, he set off with those officers and several others, to reconnoitre in the direction of Tortosa. The result of that expedition has been stated at p. 228 of Vol. II. Part I. Previous to his departure from the Mediterranean, he received, in common with the other officers of the squadron, the public thanks of Sir Edward Pellew, Rear-Admiral Hallowell, and Captain Adam, for his highly meritorious conduct during the whole of the operations in Catalonia: copies of the general memorandums conveying those thanks will be found at p. 25 *et seq.*

After Sir John Murray's unaccountable retreat from before Tarragona, the Brune conveyed that officer to Palermo; from whence she conveyed the 44th regiment to Spain, and Lord Mahon, his lady, and two sons, to Portsmouth. She subsequently took 700 troops to Holland, and 300 royal

* See Suppl. Part III. pp. 201—204.

marines to North America, where she arrived about the end of May, 1814.

Captain Badcock was next employed in the blockade of Commodore Barney's flotilla, up the Patuxent river; and he appears to have had frequent skirmishes with the enemy's militia, when making excursions on shore, for the purpose of destroying their public buildings, watering his ship, and obtaining refreshments for her crew. On one of these occasions, a marine, named Patrick Gallaghan, behaved with great coolness and presence of mind, while posted at some distance from the working party. Observing five American horsemen ride down to the corner of a wood, from whence three of them galloped towards him, he immediately got behind a hay-stack, cocked his musket, and waited their approach: they passed without seeing him, and dismounted; when he instantly called out, "Surrender, you rascals, I have you all in a line, and by J——s I will shoot you altogether, if you do not throw down your arms!"—they immediately complied, and he marched them before him, horses and all, to the beach. Unfortunately this brave fellow was unfit for promotion, being too fond of strong drink, and therefore could not be rewarded. This circumstance serves to shew how much an Order of Merit is wanted in the naval service; for how many hundreds of sailors and marines have, like Patrick Gallaghan, richly deserved medals, or some other honorary distinctions, who, for the same reason, could not be made petty or non-commissioned officers.

It will be seen by reference to pp. 9—14, that Captain Badcock commanded a subdivision of boats in the Washington expedition: we have, therefore, only to add, that he was away from his ship 18 days and nights; the whole time in an open boat. After the failure of the Baltimore expedition, he was left in the Chesapeake, under the orders of Captain Robert Barrie, with whom he proceeded above 90 miles up the Rappahannock river, and subsequently to the coast of Georgia. He also accompanied Captain Charles B. H. Ross up St. Mary's river *; displaying, on every occasion, his

* See Vol. II. Part II. pp. 733 *et seq.* and 737 *et seq.*

usual activity, courage, and zeal. On his return from the latter expedition, and being ordered to the Bahama islands, he received the following letter of thanks from his enterprising commodore:—

"*Dragon, off Cumberland Island, 28th Feb.* 1815.

"Sir,—I cannot allow the Brune to leave this station without officially returning you my best thanks for the brave, able, zealous, and cheerful assistance I have on all occasions received from you while employed under my orders. I have not failed to make known my high sense of your deserving conduct to Rear-Admiral Cockburn, who, I am confident, will add his testimony of your very gallant and meritorious conduct in his reports to the commander-in-chief; and it will give me great pleasure to learn, that they have obtained for you the notice of my Lords Commissioners of the Admiralty. I have the honor to be, &c.

(Signed) "ROBERT BARRIE."

"*To Captain Badcock, H. M. S. Brune.*"

On the 7th April, 1815, Rear-Admiral Cockburn wrote to Captain Badcock as follows:—

"Sir,—In transmitting to you the accompanying general order *, which I request of you to make public to the officers and men under your command, I must beg particularly to request your acceptance of my thanks for the assistance I derived from you during the operations referred to, and to assure you of the unfeigned regard with which I have the honor to be, Sir, your very faithful, and most obedient humble servant,

(Signed) "G. COCKBURN."

Captain Badcock brought home a body of troops, in June, 1815; and on the 19th of that month, Sir George Cockburn thus writes to him, from London:

"Sir,—In reply to your letter of yesterday, I can have no hesitation in stating that the Activity, Gallantry, and Ability, invariably displayed by you, whilst serving under my immediate orders in America, proved highly satisfactory to me, beneficial to our Country, and honorable to yourself; and I therefore very sincerely hope you may meet with due success in your present application to the Admiralty, for an equally favorable consideration with your brother officers, you have alluded to, who lately distinguished themselves on the same station. I am, Sir, with much truth, your very faithful humble servant,

(Signed) "G. COCKBURN."

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* See Vol. II. Part II. p. 738.

Captain Badcock obtained post rank, Aug. 21, 1815; but his application for a Companionship of the Bath has not yet been attended to. He married, Jan. 2, 1822, Selina, youngest daughter of the late Sir Henry Harpur Crewe, Bart., granddaughter of the Right Hon. Lady Frances Harpur, and sister to the present Sir George Crewe, Bart.

His brother, Major Lovell Badcock, served with great honor to himself during the whole of Lord Wellington's campaigns, was wounded at the battle of Fuentes d'Onor, and is still in the 14th light dragoons. His eldest sister, Anne, is married to Major-General Jasper Nicolls, C. B. who distinguished himself, when Major of the 45th, and Lieutenant-Colonel of the 14th foot, at Corunna and Walcheren. His youngest sister, Sophia, is the wife of the Rev. James Duke Coleridge, eldest son of Colonel J. Coleridge, of Ottery St. Mary's, in Devonshire.

Agent.—J. Copland, Esq.

JOHN TOUP NICOLAS, Esq.

A Companion of the Most Honorable Military Order of the Bath, and Knight Commander of the Royal Neapolitan Order of St. Ferdinand and Merit.

The family of Nicolas was originally French; and Abel Nicolas, the immediate ancestor of the subject of this memoir, is presumed to have been a younger branch of the house of Nicolas, Seigneurs of Clayes, Champs Gerault, La Touche, &c. in Brittany, which was ennobled before the 14th century. Being a protestant, he was compelled to quit his country, on the revocation of the Edict of Nantes, in 1685: he soon afterwards settled at Looe, in Cornwall, of which town his descendants have frequently held the office of chief magistrate; and, in the last and present generation, they have served with credit in the army and navy.

Before we proceed to detail the public services of Captain John Toup Nicolas, it may not be improper to notice those of his father, Commander John Harris Nicholas, who retired with that rank, March 17, 1814.

This old and respected officer was born in 1758, and commenced his naval career, under the protection of Commodore (afterwards Admiral) Lord Shuldham, in 1772. He was present, in the Orpheus 32, Captain Charles Hudson, at the blockade of Boston, New York, and Philadelphia; and continued in that frigate until she was burnt by her crew, at Rhode Island, to prevent her falling into the enemy's hands. His first commission bears date Sept. 23, 1779; at which period he was appointed to the Ocean, of 90 guns: we subsequently find him senior lieutenant of the Buffalo 60, Captain John Holloway. In 1786, he was appointed to the Sprightly cutter, which command he was obliged to resign from ill health, in 1788. From the close of 1792 till 1798, he regulated the impress service at Dartmouth, and was also employed in enrolling volunteers for the defence of the Devonshire coast. His exertions in raising and training these men induced a nobleman who witnessed his zeal spontaneously to recommend him to the Admiralty for promotion, but without success, though backed by a very strong letter from the corporation and merchants of Dartmouth, "who felt peculiarly earnest in their application on behalf of a gentleman who had exercised the duties of the impress service (the nature of which is frequently distressing to the feelings of an officer) so as to give general satisfaction; and who, when the inhabitants of the town were threatened with the progress of a very alarming fire, by his own personal activity, and prudent and spirited direction of the men under him," preserved it from destruction*.

In 1798, the late Vice-Admiral Sir Edward Buller was appointed to the command of the Sea Fencibles on the coast of Devon †; and in Jan. 1799, he reported to the Admiralty, that "Lieutenant Nicholas, with his usual zeal," went from Dartmouth in a custom-house boat, accompanied by one from the Nimble cutter, in hopes of coming up with a French privateer of 14 guns, which had just before taken an English merchant brig; that he was not fortunate enough to succeed in the attempt; but that he had towed the brig back into the harbour, she having been recaptured by a boat from Brixham. The Naval Chronicle informs us, that he was several times on service against the enemy's privateers, whilst attached to the above-mentioned corps ‡. His next and last appointment was, April 14, 1803, to the command of the Resolue guard-ship, at Plymouth, where he continued until she was put out of commission, in Oct. 1810. At the time of his superannuation he had been 42 years in the naval service.

Commander Nicholas married, in May, 1787, Margaret, grand-daughter and co-heiress of the Rev. John Keigwin, by whom he has five sons, viz.

I. *John Toup Nicolas*, born Feb. 22, 1788, who derives his baptismal

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* See *Nav. Chron.* Vol. 40, p. 335. † See Vol. I. part I. note ‡ at p. 351.
‡ See Vol. 40, p. 334.

name of *Toup* from his maternal great uncle, the Rev. Jonathan Toup, Prebendary of Exeter, the editor of Longinus, and one of the most profound scholars of his age. II. *Paul Harris Nicolas*, a first lieutenant of the royal marines, who served in the Belleisle 74, at the battle of Trafalgar, and afterwards in the boats of the Amazon and Arnide frigates, on the coast of France. III. *William Keigwin Nicolas*, made lieutenant in 1809, and was wounded whilst serving under the command of his eldest brother, in June, 1815. IV. *Nicholas Harris Nicolas*, made lieutenant in 1815, the author of a telegraphic vocabulary, and of other improvements in naval signals *. V. *Charles Henry Nicolas*. These sons have resumed the ancient manner of spelling the family name †.

Mr. JOHN TOUP NICOLAS entered the navy under the protection of Captain Edward Buller, in 1797; and served with that officer in the Edgar and Achille. During the peace of Amiens, he became an Admiralty midshipman in the Naiad frigate; but at the renewal of the war, he rejoined his patron, in the Malta 80, of which ship he was a lieutenant in Sir Robert Calder's action, July 22, 1805 ‡. His first commission bears date May 7, 1804.

In 1807, Mr. Nicolas was introduced by Captain Buller to Rear-Admiral (now Sir George) Martin, who received him as his flag-lieutenant in the Queen 98, and with whom he removed as such to the Canopus 80, on the Mediterranean station. In Oct. 1809, Lord Collingwood gave him an order to act as commander of the Redwing 18, in which vessel he

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* See *United Service Journal*, Vol. I. p. 50.

† The Rev. John Keigwin, mentioned in the last page, was the second son of John Keigwin, of Mousehole, co. Cornwall, Esq. by Margaret, daughter of John Giffard, of Brightley, co. Devon, Esq. (a distinguished loyalist, and a Colonel in King Charles the First's army) who married Joan, sixth daughter of Sir John Wyndham, ancestor of the Earl of Egremont, and the lineal descendant of Sir John Wyndham and Lady Margaret Howard, daughter of John, first Duke of Norfolk, K. G. whose mother was fifth in descent from King Edward the First. The Rev. Mr. Keigwin, married Prudence, daughter and sole heiress of John Busvargus, of Busvargus, in Cornwall, Esq. (who was descended from the ancient families of Courtenay, Grenville, Arundel, Vyvyan, Beville, Carminow, Bonville, and many others of great antiquity in that county), and widow of the Rev. John Toup, by whom she was the mother of the celebrated scholar above noticed.

‡ See Vol. I. Part I. p. 352.

continued until Dec. following; when finding that he had been promoted by the Admiralty, on the 26th August, and appointed to the Pilot, another brig of similar force, he returned home and joined the latter at Portsmouth, in April, 1810.

About the end of that month, the Pilot sailed with a large convoy, under the orders of Captain the Hon. G. H. L. Dundas, and on their arrival off Lisbon, Captain Nicolas was directed to proceed with the merchantmen bound to Gibraltar and the Mediterranean. On his arrival at Malta, he was placed under the immediate orders of Rear-Admiral Martin, who sent him to cruise on the coast of Upper Calabria, for the purpose of intercepting the enemy's convoys and annoying his coasting trade. An opportunity of doing so presented itself as soon as the Pilot reached her station; and the result is shewn by her commander's official report, addressed to the Hon. Captain Wodehouse:—

"*H. M. Sloop Pilot, off Cape Licosa, June* 24, 1810.

"Proceeding, in obedience to your directions, towards my station, on the evening of the 22nd inst., his Majesty's schooner Ortenzia was observed in-shore of us, with the signals flying for an enemy. I consequently made all possible sail, and swept towards her; and on arriving up, Lieutenant (Edward) Blaquiere informed me, that a large convoy of the enemy were at anchor off the town of Cirella. I did every thing in my power to get in-shore during the night, and desired him to do the same; but the winds being very light and variable, prevented our making much progress. At day-break on the following morning, the 23rd, fifty-one sail were observed pulling and tracking along the beach, escorted by five large armed settees, and eight gun-boats, about seven or eight miles distant from us. It being calm, we immediately got out our sweeps, and pulled towards them, and continued in chase with the oars alone until two o'clock P. M. as we had not an air of wind until that time, and then but a very light one.

"Finding the Ortenzia swept better than the Pilot, and that she gained much on the convoy, I sent two boats armed to assist in towing her, hoping that by doing so she might get within reach of the gun-boats, and by that means stop their progress, as well as that of the convoy, until we arrived. I had the satisfaction to find that it in some degree succeeded, as at about half-past twelve she opened her fire, and caused five of the largest merchant vessels to run on shore a little to the northward of the town of St. Lucido, and some of the others to take the ground under the battery there, where the armed vessels, now sixteen in number, having been reinforced by three at that place, drew up for the convoy's protection, and the outermost of them, two of which were mortar-boats, opened a

heavy fire on the schooner and us as we got up. But it being nearly calm, and our people excessively fatigued by pulling at the sweeps for upwards of nine hours without intermission, I thought it proper to recall the Ortenzia, and to haul off for the time, intending when a stronger breeze came to have attacked them, and for the present to do my utmost to destroy the vessels that had run on shore to the northward of the battery, and were by this time afloat. So soon as the people had dined, we stood in for that purpose; and not seeing any troops near the spot, I was sanguine enough to hope it might be effected without serious loss. The boats, manned with volunteers, and under the direction of Lieutenant (George) Penruddocke, of this sloop, then pulled towards the vessels, with directions not to persevere if he found any musketry fired from the shore. On their getting on board the vessels, a heavy fire was opened from behind a hedge, where not a man before was visible; I instantly made the signal of recall, and being within half musket-shot of the beach, commenced with our guns, as did the Ortenzia with hers, and I hope with some execution, though not with sufficient to induce me to send the boats again. Finding therefore they could not effect the destruction of the vessels by fire, I was determined to endeavour to do it by shot, and this I had the satisfaction of observing we fully accomplished, as they were laden with powder, which the water from the shot-holes must have rendered useless.

"Although this affair has not been productive of any great advantage to us, yet it has, I trust, been in some degree useful, in shewing the enemy that they cannot pass unnoticed or unmolested by his Majesty's cruisers, and that if ever we have the good fortune to meet them with a breeze of wind, their destruction will be as inevitable, as I am persuaded, from the confidence I have in the officers and ship's company under my command, and the gallantry and zeal manifested by Lieutenant Blaquiere and the crew of the Ortenzia, it would have been yesterday, had the lightest air of wind but favoured us so as to have overtaken them before they reached their battery, and were reinforced. I lament extremely the loss of three valuable lives in this affair."

Fifteen days afterwards, the Pilot attacked another convoy, consisting of two gun-boats, three armed scampavias, and seventeen sail of transport vessels, laden with ammunition, &c.: the particulars of this attack, the opinions of Rear-Admiral Martin and the commander-in-chief, and the importance which the enemy attached to it, are satisfactorily shewn by public documents:—

"*Pilot, off St. Lucido, July* 10, 1810.

"On leaving the Thames on the 6th inst. we kept in-shore working to the northward, believing that the convoy which we had been watching off Cirella would endeavour to escape during our absence, and which at day-break on the morning of the 8th we discovered to be the case. The moment they were seen, it being quite calm, we swept towards them,

to prevent their reaching the battery of St. Lucido, which we fortunately effected, by causing the armed vessels to anchor, and the rest to run on shore about eight miles to the northward of that place. At 5 P. M. having closed them, I immediately anchored alongside the gun-boats, which had been firing at us as we swept in; but on the discharge of a few broadsides, all their people jumped overboard, and the most of them got to the shore. Our fire was then directed towards the merchant vessels, in order to destroy them, and was continued within grape-shot distance for two hours; for as they were well protected by two or three companies of soldiers, and a numerous armed peasantry amongst the rocks, I did not think it prudent to attempt to bring those off that had taken the ground; but I had the satisfaction of seeing their cargoes all washed out of them from the effect of our shot, and I judged their destruction to be as advantageous to the service as their capture, the latter of which we could not expect to accomplish, without the loss of many lives.

"I should be wanting in justice to Lieutenants Penruddocke and Annesley, were I to omit mentioning the handsome manner in which they volunteered to bring the gun-boats out from the secure position they had taken behind a small island. This service those officers were fortunate enough to effect, although they were well fastened to the shore, and all the soldiers and people with musketry kept up a very heavy fire on them whilst bringing the vessels out.

"I think it necessary to add, how highly satisfied I am with the conduct of all the officers and ship's company under my command; and they particularly merit my best praise for the cool and steady manner in which they performed their duty when the enemy's shot were flying fast about us, and to it alone I attribute the preservation of many lives. The convoy, I find by the prisoners who remained on board of the gun-boats, was under the direction of Captain Gorafalo, commanding a division of gun-boats, having the rank of a capitaine-de-fregate. I herewith enclose you a list of the killed and wounded *.

"P. S. Since I have written this letter, I have stood in-shore, and observed that the swell has washed the cargoes out of all the vessels about the beach, and they are lying under water."

For this service, Captain Nicolas received the following letter, from Rear-Admiral Martin:—

"*H. M. S. Canopus, off the Faro, July* 12, 1810.

"Sir,—I have had the pleasure of receiving your letter of the 8th instant, announcing to me the capture and destruction, by his Majesty's sloop Pilot under your command, of a convoy of the enemy, laden with stores and ammunition for Murat's army at Scylla, together with the two gun-boats and three scampavias which escorted them; and I beg to express to you my high admiration of your conduct, and that of

* One boy killed, and two men wounded.

all those under your command, for their behaviour on this occasion, and which I shall not fail to report to the commander-in-chief. I am, &c.

(Signed) "GEORGE MARTIN."

"*To J. Toun Nicolas, Esq. &c. &c.*"

On the 25th of the same month, the Pilot assisted at the capture and destruction of thirty-one vessels, laden with provisions and stores for the enemy's army at Scylla, together with seven large gun-boats and five armed scampavias, by which the transports were protected. The official account of this exploit will be found in our memoir of Captain Lord Radstock, who bore honorable testimony to the "gallantry and zeal" of Captain Nicolas, and of every other officer and man under his orders. The convoy thus disposed of, and that which had been previously destroyed by the Pilot, was acknowledged by Murat "to have been indispensably necessary to complete his preparations for the invasion of Sicily;" and it was asserted at Naples, that he alledged the loss of those convoys as the cause of his postponing, and finally abandoning, the expedition against that island.* The following letters were subsequently addressed to Captain Nicolas:

"*Private*" "*Canopus, July* 27, 1810.

"My dear Sir,—Most sincerely do I congratulate you on your success. Captain Waldegrave, in his public letter, has spoken of you in terms which I am sure your conduct well deserves. I would wish you to send all your prizes to the Canopus, and to be ready to proceed to your station with the Thames as soon as possible, as another convoy is said to be expected from Naples. I am, my dear Sir, &c. (Signed) "GEORGE MARTIN."

"*Canopus, Messina, Oct.* 19, 1810.

"Sir,—In compliance with the directions I have received by letter from Sir Charles Cotton, Bart. commander-in-chief, addressed to Vice-Admiral Martin, but whose flag being struck, and the command on this station having devolved upon me, I have therefore the very pleasing duty of conveying to you the approbation of the commander-in-chief, of your conduct, and that of the officers and men under your command, in the late successful attack on the enemy's convoys from Naples. I have the honor to be, &c. (Signed) "CHAS. BOYLES."

"*Canopus, Palermo, Feb.* 6, 1811.

"Sir,—I am directed by the commander-in-chief, in pursuance of directions he has received from the Lords Commissioners of the Admiralty, to express to you their Lordships' high approbation at the gallantry displayed by the captains, officers, seamen, and marines, of the Thames,

* See Suppl. Part I. pp. 190,—192.

Weazel, and Pilot, at the capture and destruction of the enemy's convoy from Naples, under the batteries of Amanthea, on the 25th July last; and further, that in consideration thereof, their lordships had been pleased to promote Captain Prescott, of the Weazel, to the rank of Post-Captain, and Lieutenant Edward Collier, of the Thames, to the rank of Commander, with commissions bearing date the 25th of last July. I have the honor to be, &c. (Signed) "CHARLES BOYLES"

At the moment when Captain Prescott, the senior commander at Amanthea, was so deservedly promoted, Captain Nicolas had not completed the necessary time to be eligible to post rank; but as the Pilot *alone* had captured and destroyed twenty-two sail, including five armed vessels, a short time before, independently of the attack in company with the Ortenzia, it might have been supposed that he would have attained that step soon afterwards, especially as these were the first attempts to interrupt Murat's convoys. Until October in that year the Pilot continued on the same station, and was continually employed in harassing the convoys returning from Calabria to Naples.

In April, 1811, Rear-Admiral Boyles sent Captain Nicolas to examine the whole of the lower coast, between Capes Spartivento and St. Mary. On his return to Messina, he reported as follows:—

"Only three of the vessels we have seen had the appearance of being laden, and these, I have the satisfaction to say, we were fortunate enough to get off, notwithstanding that they were hauled high on the beach, and their crews had taken every precaution to prevent our succeeding, by carrying away their launching materials, with all that was moveable belonging to them, and had brought above thirty soldiers, and as many country people armed for their protection, from the town of Monasteracci, under which they were lying. The zeal and exertions of Lieutenants (Alexander) Campbell and (Francis Charles) Annesley, together with those of Mr. (Roger) Langlands, and the petty officers and men employed on shore, soon, however, overcame every difficulty, and in about an hour they were launched. I am happy to add, that not a man of ours was hurt on this occasion, although the enemy had very favorably placed themselves, partly in houses, and partly in a wood on the top of a hill, within half-musket-shot of the beach, and from whence we could not dislodge them, notwithstanding the brig was anchored within grape-shot of the shore. The cargoes of the vessels consist of oil, going as part of the annual tribute paid by the town of Catanzara to the French government at Naples."

On the 3rd May, several vessels were captured under similar circumstances, near the town of Riacci; and on the 10th

of that month, the Pilot, in company with the Herald ship-sloop, Captain George Jackson, attacked a small convoy near the town of Monasteracci. The execution of this duty was entrusted to Captain Nicolas, the Herald's boats being sent to assist those of the brig. Captain Jackson's report of the affair, which was marked by great gallantry, and attended with complete success, was acknowledged by Rear-Admiral Boyles in the following terms:—

"*Canopus, Palermo Bay, 18th May*, 1811.

"Sir,—I have to acknowledge your letter of the 10th inst. received by the Messina military courier this morning, and therefore do not lose a moment in answering your detailed account of the very handsome services of his Majesty's sloop under your command, and that of the Pilot, under Captain Nicolas, in a co-operation in the annoyance of the enemy's trade, and destruction of their craft on the coast of Upper Calabria; which has been accomplished in so judicious, and so gallant a manner, that I am confident the commander-in-chief, to whom I shall take the earliest opportunity to transmit your original letters, will feel with myself the merit that is due to the officers and men engaged in the enterprise, and particularly to the prudent and cool intrepidity of Lieutenant Alexander Campbell, in conducting the service, which, I have the pleasure to remark, is the general characteristic of that brave officer, shewn on many similar occasions, which I have had the honor to be officially acquainted with, and which honorable testimonials have gone through me to the commander-in-chief, and I have not a doubt but very soon I shall have the happiness of transmitting his approbation and thanks for such meritorious services to all who have been employed. However, Sir, before I can receive such gratifying commands, I beg you will, as well as Captain Nicolas, Lieutenant Campbell, and the rest of the officers and men who had the honour to be engaged in this enterprise, accept my warmest thanks and approbation for their steady and gallant conduct on this and former occasions.

"You will please to make known these my sentiments to Captain Nicolas, that he may acquaint the officers and men employed on the above service therewith. I have the honor to be, &c.

(Signed) "CHARLES BOYLES."

"*To Captain Jackson, H. M. S. Herald.*"

At the same time, Captain Nicolas received the annexed private letter from Rear-Admiral Boyles:—

"*Canopus, Palermo, May 20th*, 1811.

"Dear Sir,—I give you joy of your success; the whole affair has been conducted in a most officer-like manner: I think Lieutenant Campbell to have the greatest merit, both on this last service, in the company of the Herald, as well as the exploits before. I have by this opportunity written to Captain Jackson my public approbation of the very essential services

performed since you have been on the station of Upper Calabria, where I wish you to remain. If I had a brig, with a junior officer to yourself, I would send her to you. I shall not fail to appreciate the zeal and gallantry of Lieutenant Campbell, the other officers and men employed on this service, the merit of whom deserve every thing. I hope your prizes will be a small reward for their very good conduct: on the service of annoying the coast, which you are so very effectually doing, I should recommend by no means to incommode your ship with prisoners, unless they are Frenchmen. As to the natives, and Neapolitans, let them go off, making a merit of your humanity, as the great principle of the little war you are carrying on upon the coast, is as much as possible to facilitate the complete blockade of Corfu, which we must do, to secure to the British government the Ionian Isles, and to place them under the British flag, a thing of all others the inhabitants of these isles are desirous of. I shall send your information, as well as all the letters, to the commander-in-chief: the code of information is very clear, and well conceived, and eventually will be of service. I am, dear Sir, your very faithful humble servant, (Signed) "CHARLES BOYLES."

"*J. Toup Nicolas, Esq.*"

On the 26th May, the boats of the Pilot captured and destroyed four settees, laden with commissariat stores, almost immediately under the town of Strongoli, where they were protected by a tower within half-musket shot of the beach, and by a detachment of troops at least 140 strong. In this affair she had only one man wounded. Between that period and Sept. 3, 1811, a number of other vessels were taken and destroyed, near Cape St. Mary's, Cotrone, and Strongoli: on one of those occasions, the carpenter of the Pilot was severely wounded*. The next service performed is thus officially detailed:—

"*H. M. Sloop Pilot, Syracuse, 11th Sept.* 1811.

"Sir,—I do myself the honor of reporting to you, that early on the morning of the 6th instant, an armed ketch was observed to be secured to the walls of the castle of Castellar, and that, in order to bring her out or destroy her, H. M. sloop was immediately anchored close before the town, so as to drive the troops, that were collected for her protection, from their different positions. Having partly accomplished this, Lieutenant Alexander Campbell pushed off with the boats, and with great gallantry effected a landing under the ruins of the castle, and then after some opposition advanced to the town, from whence the few troops that remained precipitately fled. Finding the ketch was bilged, he hove her

* See Captain ALEXANDER CAMPBELL.

guns, six 6-pounders, overboard, and set her on fire. Having now full possession of Castellar, the marines were stationed in the castle, and we began to ship off as much grain and flax as our boats could convey, before a reinforcement of the enemy might oblige us to evacuate it; and I have the pleasure of saying, that we got about fifteen tons of corn, and a quantity of flax, by four o'clock, when they made their appearance with about 100 regular troops, 25 of whom were dragoons; but as we saw them early from our mast-head, our people embarked from the castle, by signal, just as the enemy entered the town. I have peculiar satisfaction in adding, that this has been accomplished without the smallest loss on our part. I have the honor to be, &c.

(Signed) "J. TOUP NICOLAS."

"*To Rear-Admiral Boyles.*"

The gallant and successful exertions of Captain Nicolas, his officers, and crew, did not fail to obtain the approbation of their new commander-in-chief, Sir Edward Pellew, who, in a despatch to Rear-Admiral Boyles' successor, the late Sir Thomas F. Freemantle, expressed himself in these terms. "The services mentioned in Captain Nicolas's letters appear to do much credit to those employed therein. I shall forward them to the Admiralty."

On the 4th April, 1812, a Neapolitan flotilla, consisting of a brig, three schooners, and fourteen gun-vessels, was engaged by the Pilot, in company with the Thames frigate, then commanded by Captain Charles Napier. Unfortunately, however, from its being a perfect calm, the enemy were enabled to effect their escape under the strong batteries of Salerno. On the 16th, nine vessels, laden with oil, were launched by the Pilot's crew from the beach near Policastro, above 80 of the civic militia having been previously driven out of that town by a party of small-arm men and marines under Mr. Roger Langlands, who was soon afterwards rewarded with a lieutenant's commission for his able conduct and conspicuous bravery on every occasion whilst acting as master of the Pilot. In the course of the same month, above a dozen other small craft were brought off from under the towns of Camerota, Lela, and Pisciota, where they were hauled up on shore for security: several towers were also blown up in the vicinity of those places.

On the 14th May, 1812, the Thames and Pilot attacked the

port of Sapri, which was defended by a strong battery and tower, mounting two 32-pounders, which surrendered at discretion, after being battered for two hours within pistol-shot; the fortifications were then blown up, and the guns thrown into the sea. During the day, 28 vessels laden with oil were launched; but from a heavy gale of wind coming on in the night, they were driven on shore, and the greater part went to pieces. In his report of this attack, Captain Napier says, "I owe much to the support I received from Captain Nicolas, who flanked the battery in a most judicious manner, and afterwards commanded the launching*.

In reply to that communication, Rear-Admiral Freemantle expressed "much pleasure in conveying his sentiments of the zeal by which Captains Napier and Nicolas had been actuated."

Previous to this event, the Pilot was engaged in harassing a large convoy laden with timber, protected by fourteen gun-boats and several scampavias; but in consequence of a calm it was found impossible to prevent them from escaping. In June following she joined the Euryalus frigate and Cephalus brig, in an ineffectual attempt to destroy a large convoy at Dino, protected by three batteries, several gun-boats, and numerous troops, on which occasion they were warmly engaged for five hours, but the Cephalus alone sustained any loss †: her consorts, however, were much cut up in sails and rigging.

In addition to the above mentioned services, the Pilot captured and destroyed numerous small merchantmen, while employed on the east and west coasts of Calabria, between April, 1810, and July, 1812. The total number of vessels thus disposed of by her, alone, during that period, exceeded 130; indeed scarcely a week elapsed without her doing something towards the complete annihilation of the enemy's trade. Her aggregate loss did not exceed 8 men killed and 24 wounded: among the latter were Mr. Henry Pierson Simpson, master's-mate, and Mr. John Barnes, midshipman. The other young gentlemen who commanded boats, on these

* See Suppl. Part II. pp. 4 and 5.

† See Suppl. Part III. p. 80.

occasions, and distinguished themselves, were Messrs. Thomas F. Leigh and Nicholas Harris Nicolas. Mr. Simpson was subsequently killed by a grape-shot, when in pursuit of a privateer, off Calita.

In July, 1812, the Pilot was sent to the Adriatic, and there placed under the orders of Captain Edwards Lloyd Graham, of the Alcmene frigate, in company with which ship several guns were destroyed at Almezza and in the island of Brazza.

Captain Nicolas was next employed in cruising between Sicily and the coast of Africa, on which station he made several captures; and among them, June 4, 1813, after the third long and anxious chase, the French armed brig Harp, formerly a celebrated privateer pierced for 16 guns, and with a valuable cargo on board, from Marseilles bound to Tunis.

There has been some discussion lately as to when shells were first fired from carronades, and it has been contended, that it is a recent invention of the French. From 1810 to 1813, the Pilot was constantly in the practice of using shells in this manner, and repeated broadsides of them were frequently discharged. They were first obtained from her prize gun-boats, and she was afterwards regularly supplied with them at Messina, as they proved most efficacious in dislodging the troops when collected to defend vessels driven on shore. A singular instance of their utility occurred when in chase of the Harp. The pursuit commenced at dusk, and the Pilot did not get within gun-shot until midnight. The first carronade fired threw a shell over the enemy's brig, which, bursting on the other side of her, convinced her commander that it was a shot from *another* English man-of-war; when, thinking he was between two fires, he deemed escape hopeless, instantly brought to, and surrendered.

Shortly after the peace with France, in 1814, Captain Nicolas was sent by Lord Exmouth to Murat, then King of Naples, to inquire into a supposed insult offered by a Neapolitan frigate to H. M. sloop Pylades. This circumstance was proved by Joachim, in a personal interview, to have arisen from a

mistake; and nothing could exceed the respect which the temporary monarch expressed for the English nation. About the same period, Captain Nicolas had the high gratification of receiving the annexed private letter from his commander-in-chief:

"*Caledonia, Palermo Bay, 12th June*, 1814.

"Dear Sir,—As the arrangements are making for the return of the fleet to England, and it will soon fall to the lot of the Pilot to bend her course the same way, I should regret your departure from my command without taking with you my best wishes for your promotion and success, and my testimony of satisfaction with your conduct during the three years you have served under my flag. I have had uniform pleasure in receiving reports of your gallantry and zeal; and my own observation has confirmed and strengthened your claim to my good opinion, to which no officer under my command has higher pretensions. I am, dear Sir, with esteem, your very faithful servant, (Signed) "EXMOUTH."

The Pilot was ordered to call for the Oporto convoy on her way to England, with which she arrived at Portsmouth, Oct. 6, 1814. Captain Nicolas then obtained six weeks' leave of absence, and soon afterwards received the following letter from his late Admiral:

"*London, Nov.* 12, 1814.

"My dear Sir,—It is with sensible pleasure I hear from you, that Lord Melville acknowledges your just pretensions to promotion; I can safely say your conduct under my flag fully entitles you to his consideration, and I hope you may soon experience the benefit of his good disposition towards you. Wishing you perfect success, I am, my dear Sir, very faithfully yours, (Signed) "EXMOUTH."

From the want of interest to support his claims, Captain Nicolas was advised to ask the officers who severally commanded at Sicily for their testimonials of the Pilot's services on that station, and this request procured for him the letters which we subjoin.

"*Plymouth, Oct.* 21, 1814.

"Dear Sir,—Yesterday I was favoured with your letter of the 18th inst. and am very happy to reply to it in such a way as gives me much pleasure, and if I could assist your promotion, I should be very glad indeed. What I had an opportunity of saying to Sir Edward Buller, was what you justly deserved; for the services rendered by the activity of his Majesty's sloop Pilot, when under my orders, I considered of such consequence in annoying

the enemy's coasting trade upon the coasts of Calabria and Naples, that I repeatedly had to perform a very agreeable part of my duty, by writing you public letters, to express my admiration of the zeal and gallantry shewn by yourself, officers, and crew of the Pilot, in many well conducted enterprises. I am very glad to hear you are well, and if you are disappointed in your promotion to a higher rank for a short time, I hope you have been more successful in prizes, as a consolation in a small degree for your privation of the step of post-captain. I am, dear Sir, Your obedient and faithful humble servant, (Signed) "CHA. BOYLES*."

"*Brussels, 26th October*, 1814.

"Dear Sir,—I have this moment received your letter of the 18th inst. requesting my opinion of your conduct during the time you served under my flag as lieutenant, as well as in the command of 'The Pilot' sloop on the coast of Calabria. I beg to assure you that I had every reason to be most perfectly satisfied with your conduct upon all occasions, and that I did not fail to represent to the commander-in-chief on the Mediterranean station, the particular services performed by you as commander of the Pilot. I am, dear Sir, very truly yours,

(Signed) "GEORGE MARTIN."

"*Maxwelton House, Nov. 18th*, 1814.

"Dear Nicolas,—I congratulate you on your return to England after so long an absence, but feel mortified to find that you are still in the Pilot; for I must do you the credit to say, I never saw any sloop of war in better order in every respect, or more ready for service at all times; and indeed I was so much pleased with your conduct and attention whilst under my orders, when I commanded in Sicily and on the coast of Naples, that I felt a pleasure in doing my duty, by mentioning you as I did to the commander-in-chief, then Sir Edward Pellew. I regretted much your being absent on other service when I sent the expedition against Ponza†, and likewise when I was singly in the bay of Naples, as I little doubt but that you would have brought out the frigate at anchor there, and thus ensured yourself a rank which, in my humble opinion, you most fully merit. Indeed, although we never met until you were placed under my orders, I must say I feel that interest in your welfare as a zealous, good, and attentive officer, that I regretted much not finding your name on the post list. I wish you could in any way get recommendations to Lord Melville, as I am certain he has every desire to bring forward officers of real naval merit, and your services in the Pilot do you so much credit. With best wishes, believe me, dear Nicolas, your very sincere friend, (Signed) "ROBERT LAURIE."

On rejoining the Pilot, Captain Nicolas applied to the

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* Vice-Admiral Charles Boyles died at Plymouth, in Nov. 1816.

† See Suppl. Part II. p. 5 *et seq.*

Admiralty to have that sloop altered agreeably to a plan he proposed, by which a shot-hole between wind and water, in any part of the ship, could be immediately stopped; and which, in the former arrangements of the bread and store-rooms, was impossible. This, it had been confidently asserted, was the principal cause of the capture of the Avon and Peacock. The Admiralty not only complied with his request, but ordered all the 18-gun brigs then under repair at Portsmouth to be fitted on the same plan.

On the return of Napoleon Buonaparte from Elba, Lord Exmouth was ordered to resume the chief command in the Mediterranean; and the Pilot being selected by his lordship to accompany him, she joined his flag, off Plymouth, in April, 1815. After passing Gibraltar, the Admiral confided to Captain Nicolas the important duty of opening a communication with Marseilles and the coast adjacent, in order to assure those who adhered to the royal cause, of the assistance of Great Britain in their efforts. Whilst proceeding on this duty, he heard, from a vessel he boarded at sea, that the Duke d'Angouleme was at Barcelona; he therefore determined on seeing his Royal Highness: and on learning the Duke's wishes, the Pilot conveyed one of his staff to Lord Exmouth at Genoa, and returned with the aide-de-camp to Barcelona. She afterwards rejoined the flag at Naples, and was sent from thence to watch Porto Ferrajo. In the execution of these orders, she fell in with and defeated the French national ship la Legère, of 28 guns and about 300 men, including troops, commanded by Mons. Touffet, capitaine de frégate. This action is particularly entitled to consideration, not only from the great disparity in the force of the combatants, but from its being the last rencontre between our ships and those of France, and excepting the capture of la Melpoméne frigate by the Rivoli 74*, the only one during the war of 1815. The particulars are detailed in the following official letter from Captain Nicolas to Lord Exmouth, dated at Leghorn, June 19, 1815:—

* See Vol. II. Part I. p. 298.

"My Lord,—I do myself the honor to report to your Lordship, the circumstances attending an action which took place on the 17th inst. about 50 miles west of Cape Corse, between this brig and a French ship of war mounting 28 guns (twenty 26lb. carronades, and two long 12-pounders on the main deck, and six long guns, 9 or 12-pounders, with some smaller ones, on her upper deck); and the disinclination of our opponent to renew the contest, alone, I am assured, prevented its terminating in his capture. Should I enter too much into detail in describing the event to your Lordship, I hope that it will be attributed solely to an earnest desire to do justice to the merits of those whom I had the honor to command on the occasion.

"At daylight on the 17th, a frigate was observed in the E. N. E. which, from not answering our signals, I concluded to be an enemy. I continued to approach her until I could see her water-line from the deck, and then, having ascertained that she had only twelve ports of a side on the main-deck, I thought she was not more than a match for the Pilot, and consequently did my best to get alongside of her. At 2 P. M. the stranger having taken in his small sails, and apparently prepared for action, he hauled towards us, and fired a gun to windward, hoisting a tri-coloured pendant and ensign. At half-past 2, after some manœuvring on both sides to endeavour to gain the weather-gage, I placed the Pilot close on his weather beam, and hoisted our colours. Observing that he was preparing to make sail to pass us, and an officer having hailed in a menacing tone, desiring me to keep further from him, and his people continuing to train their guns at us, I ordered a shot to be fired through his foresail to stop his progress. The flash of our gun proved the signal for the general discharge of his broadside, and the action then commenced within pistol range, our shot being from the lee guns, and directed low, evidently striking his hull in quick succession, and his disabling our rigging greatly. By 4 o'clock, the fire of our opponent had slackened considerably, and I sanguinely looked and expected every instant to see the tri-coloured ensign hauled down. At half-past 4, he hauled up his mainsail, and backed his mizen-top-sail, in order to drop a-stern; I endeavoured to shorten sail also, to retain our position on his beam, but I found every brace, bowline, and clue-garnet cut away. We thus unavoidably ran a-head of him, and as the only alternative, I put the helm up to rake his bows, of which he took immediate advantage, by hauling close to the wind, and making off with all the sail he could carry: and it was with deep regret I saw that I had it not in my power to follow him immediately, in consequence of our disabled state aloft, the yards being wholly unmanageable, the main-top-gallant-mast over the side, the main-top-sail-yard shot away in the slings, and our stays, and the greater part of our standing, and all our running rigging, gone. Thus situated, it was some time before we could secure the masts and yards, so as to follow the French ship: however, in less than an hour we had another main-top-sail-yard across, and the sail set, and by 7 o'clock were going nearly 7 knots by the wind in chase of our opponent, with the

hope of forcing him to a renewal of the contest. He was then on our weather bow, distant from us about 5 or 6 miles. We continued in pursuit until the 18th, at daylight, when it was with real sorrow I discovered that the enemy had eluded us during the night, no vessel being in sight; and as we were near to Antibes, I concluded that she must have got into some port thereabouts. The wind being fresh from the W. S. W. and not having any hope of again meeting the object of our pursuit, I most reluctantly steered to resume my station.

"Had this action, my Lord, fortunately terminated in the capture of the French ship, I might with confidence have presumed to recommend to your Lordship's notice, and to their Lordships' protection, the first lieutenant of this sloop, Mr. W. Keigwin Nicolas, an officer of six years' standing; but the circumstance of having closely engaged for nearly two hours, a ship, in my belief, precisely of the class of the Rainbow *, and having obliged her to seek safety in flight, will I hope be admitted as an excuse for mentioning the name of this officer, together with that of Lieutenant William Gibbs Dowden, and Mr. William Weaver, acting master, who has passed his examination for a lieutenant nearly four years, and has been severely wounded in action before; as also that of Mr. Thomas Rowe, the purser, who volunteered his services on deck; by all of whom, as indeed by every individual on board, the greatest gallantry and exertion were shewn: they are fully entitled to the highest commendation I can bestow on them, and I trust their conduct on this occasion will be honoured with your Lordship's approbation. After a contest of this sort, many might be supposed to have suffered; but it is with great happiness I have to forward to your Lordship so small a report of killed and wounded †. This, added to our opponent's firing high, is in a great degree to be attributed to the precision with which our people directed their fire, as it repeatedly caused the silence of many of the enemy's guns, and thereby, as was observed from aloft, obliged the soldiers who were employed at musketry, to quit the upper deck to re-man them. I have the honor to be, &c.

(Signed) "J. Toup Nicolas."

The enemy's loss, as ascertained afterwards, at Marseilles, was 22 killed and 79 wounded, being very nearly as many as the Pilot had on board altogether. The following is an extract of the letter from Lord Exmouth to the Admiralty, dated June 28, 1815, enclosing the above:

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* Formerly l'Iris French national ship, pierced for 32 guns, mounting, on the *main-deck*, twenty-two 24-pounders, carronades, and two long twelves. See Vol. II. Part I. p. 869.

† One killed, one mortally wounded, one dangerously, seven severely, and six, including Lieutenant W. Keigwin Nicolas and the purser, slightly wounded.

"I think it right that their lordships should be put in possession of the particulars of this affair, as it reflects so much credit on Captain Nicolas, his officers, and ship's company. Captain Nicolas is an officer of great merit; active, intelligent, and highly deserving their lordships' favorable notice."

The official answer to this communication was:—

"My Lord,—Having laid before my Lords Commissioners of the Admiralty your lordship's letter of the 28th June, transmitting one from Captain Nicolas, of the Pilot, detailing the particulars of a severe action with a French ship of war, of very superior force, which, from the disabled state of the Pilot, succeeded in effecting her escape, I have their Lordships' commands to express to you their approbation of the gallantry displayed by Captain Nicolas, his officers, and ship's company, on this occasion. I am, &c.

(Signed) "JOHN BARROW."

"*To Admiral Lord Exmouth, K. C. B.*"

Mr. Barrow's letter was dated Aug. 14, 1815; and Captain Nicolas's advancement to post rank took place on the 26th of the same month. His brother, then an officer of upwards of six years' standing, who was senior lieutenant of the Pilot, and wounded, in her spirited action with la Legère, has not yet been promoted.

An instance of heroism occurred during that action, which has seldom been surpassed, and which is scarcely rivalled by even Greek or Roman valour.

The Pilot having had her main-top-sail-yard shot away, the people were employed aloft in preparing to send up another, and were in the act of reeving a hawser for the purpose when a voice was heard from the captain's-cabin (to which, as is usual in brigs, the wounded were sent, and through the skylight of which the mainmast is visible) exclaiming "you are reeving the hawser the wrong way." This proved to be the case; and on looking down to see who had detected the mistake at the mast-head, it was found to be John Powers, quarter-master's-mate, who was *at the moment* lying on his back on the table under the skylight, *undergoing the amputation of his thigh*, his leg having just before been carried away by a round shot. The man who under such circumstances can think only of his duty,

is a hero, and whether a common sailor or an admiral, deserves to have his name placed on record. John Powers was an Irishman, about 25 years of age. It was not likely that his conduct should pass unnoticed, and on his captain's representing it, he obtained for him the object of his ambition,—*a cook's warrant*. He was in the Drake sloop of war when that vessel was wrecked on the coast of Newfoundland, and though with but one leg, was amongst the eleven men who were saved.

Captain Nicolas was one of the *six* commanders who were nominated Companions of the Bath when that class of the Order was first created, in June, 1815. On the 4th Oct. following, the King of the Two Sicilies was pleased to confer on him the small cross of the order of St. Ferdinand and Merit, "in consideration of the distinguished services rendered by him to his royal crown during the late war;" and on the 26th April, 1816, his Sicilian Majesty "again deigned to manifest to him his sovereign favor for the many services he had afforded his royal crown," by conferring on him the cross of a Knight Commander of that Order, which he was permitted by the Prince Regent to accept and wear, "in consequence of the signal intrepidity manifested by him while commanding H. M. sloop Pilot, in effecting the capture and destruction of several of the enemy's vessels, in various actions near Cetraro, Amanthea, Salerno, Sapri, Castellar, and other places on the east and west coasts of Calabria, during the years 1810, 1811, and 1812." At Marseilles, in Nov. 1815, during the visit of the Duke d'Angouleme to that city, Captain Nicolas, after dining with H. R. Highness, had the honor of receiving his personal thanks, "for the services he had rendered the royal cause;" which compliment was repeated on board Lord Exmouth's flag-ship, a day or two afterwards.

Whilst in the Mediterranean, Captain Nicolas's attention was drawn to the inaccuracies in the Admiralty charts; and when not otherwise employed, he examined various parts of the coast, and pointed out to that Board the errors he had discovered. Some extracts from the Hydrographer's

letters to him will evince the value of these communications:—

"*Hydrographical Office, Sept.* 7, 1812.

"I have to offer my best thanks for the information contained in your letter dated the 1st March, 1812, as well as for the sketches of shoals on the east coast of Calabria, which were immediately presented to their lordships, who were pleased to pass very high encomiums thereon."

"1*st April*, 1815.

"By this evening's coach I have sent a package, containing your two books of charts lent to this office, and for the use of which I offer you my very best thanks.—With respect to Mediterranean charts, should your ship be ordered on that station, and a sufficient time allowed me previous to your sailing, I will have a particular box made up for you.

"We feel too much indebted to your very zealous attentions in supplying our hydrographical wants and deficiencies, not to comply with all your requests and wishes, as far as may be within our power. The many valuable communications you have from time to time transmitted to us, are placed amongst our most valuable documents; and when brought forward in correction of our charts, which will shortly be done, care will be taken to let the world know to whom this Office has been obliged. Accept my best wishes, and believe me, very sincerely, yours."

"13*th August*, 1816.

"I have to acknowledge the receipt of your favour from Looe, together with a book of remarks, for both of which I beg to offer my best thanks. The book contains some very acceptable, and highly useful information, and will, I flatter myself, enable us to correct a few of the great errors to be met with in all the published charts of the Mediterranean, particularly between the southern coast of Sardinia, Cape Bon, and Maritimo, the relative bearings and distances of these places each from the other, as well as of their true positions with respect to latitudes and longitudes, we have no satisfactory knowledge of. I therefore again repeat my thanks for your valuable communication, and am," &c.

(Signed) "THOMAS HURD."

In Oct. 1814, Captain Nicolas addressed a letter to Mr. Wilberforce, on the traffic carried on by the Barbary powers in Christian slaves. He pointed out the policy and naval force of the States of Tunis, Tripoli, and Algiers; the facility with which they might be kept in check; the cruelty which they daily perpetrated by carrying off whole families

from the coasts of Sardinia, Rome, and Naples; and in strong and nervous language called upon Mr. Wilberforce to exert his wonted humanity by arousing the British Government to a proper state of its dignity, so as to put a final termination to the disgraceful system. As might be expected, Mr. Wilberforce received this communication with great interest; nor is it too much to infer, that it hastened, even if it did not mainly tend to, the treaties entered into with Tunis and Algiers in April 1816, when all the Christian slaves were released by Lord Exmouth and the trade promised to be terminated for ever, the violation of which engagement, by the Dey of Algiers, was so signally punished by his Lordship in the month of August following. The letter alluded to is printed at length in the Naval Chronicle, Vol. 40, pp. 421—426.

The success of the American navy formed the subject of universal conversation among officers after the peace with France, and occupied a more than usual share of Captain Nicolas's attention. Having committed his opinions on the cause of those disasters, and their remedies, to paper, he was induced by some officers of high rank, to print them; and towards the end of 1814, he published a pamphlet, entitled "*An Inquiry into the Causes which have led to our Late Naval Disasters, by an Officer in the Navy, in a Series of Letters to a Friend.*" This tract, which was confined to private circulation, though bearing evident marks of haste, contains some valuable remarks, and many important truths. It denies that the principal causes of the superiority of the American navy arose from the size of their ships, but from the different manner in which they were manned, and from their crews being constantly practised to fire at a mark; whilst by the naval instructions, our first rates were allowed to fire only sixteen guns a month for the first six months, and eight afterwards. This, with many other faults which that pamphlet exposed, have since been remedied; and though the immediate interest which gave it birth has passed away, numerous points are adverted to, which are still deserving of consideration.

In April 1816, the Pilot accompanied Lord Exmouth to Algiers and Tunis, and returned to Plymouth in July following, when she was paid off. It is an act of justice, not only to Captain Nicolas, but to the officers of the Pilot, to allude to the beautiful state of discipline in which she was kept, which excited the admiration of those who saw her, and frequently produced to her commander the most flattering expressions from his superior officers. Nor did it escape the Admiralty, that the perfect order for which she was distinguished in the Mediteranean, was produced without severity of punishment; and when, in January 1813, their lordships thought proper to reprehend an excess in a late gallant captain of a frigate, they directed his attention to the Pilot, on board of which not a man had been flogged for twelve months.

For upwards of three years, Captain Nicolas remained on half pay; and during his residence near Falmouth, his mind was employed in arranging a plan for placing the packets under the Admiralty, instead of the Post Office. He communicated his ideas on the subject to Lord Melville, in 1819; and in 1823 his suggestions were adopted, by the transfer being made.

In January, 1820, Captain Nicolas was appointed to the Egeria 28, and sent to Newfoundland, where he had to perform the anomalous duties of a naval surrogate. Though of course foreign to his previous pursuits, yet by the exertion of his usual zeal and abilities, he not only succeeded in giving ample satisfaction to the inhabitants, but out of upwards of one thousand causes, which he tried at St. John and Harbour Grace, only three appeals were lodged; and in each of these his decision was confirmed by the supreme court. Having to trust to his own resources alone, as the ice prevented a reference to the chief justice on the numerous difficult technical points that occurred, it was his constant practice to study the best legal writers, after the close of the court on each day, and on the next to deliver his judgments. These, which evince unusual tact, and great versatility of talent, as they abound in references to authorities, and enter fully into the law of the case, were regularly reported in the newspapers of the island; and pre-

sent an extraordinary example of the duties which naval officers are sometimes called upon to perform.

The liberal support of the chief justice of the colony; the warm approbation of the principal inhabitants; the admission of the writers on both sides of a controversy respecting the propriety of employing naval officers as surrogates, of his talents, integrity, and zeal; and more than all, the gratitude of the poor fishermen, of whose rights he was the constant protector, amply compensated him for the unexpected opposition and annoyance which he encountered from a high quarter.

Nothing could more fully prove the estimation in which his conduct was held, than the readiness with which the inhabitants of Harbour Grace defended him, and the generous ardour with which they assured him of their esteem, when some of his decisions were attacked by an anonymous libeller. The proceedings on that occasion are copied from a Newfoundland newspaper.

At a meeting of the inhabitants of Harbour Grace and its vicinity, it was resolved unanimously to present the following address to Captain Nicolas, "expressive of the detestation evinced by the meeting, at the publication of two false and scandalous placards," for the discovery of the author of which 400*l.* were subscribed, and "stating the high sense entertained by them of the zeal and impartiality shewn in the discharge of his duties as surrogate:"

"*Harbour Grace, Newfoundland, Mar.* 26, 1822.

"Sir,—We have the honor to state, that in consequence of two false and scandalous libels appearing lately posted in this town, the one tending not only to injure your character as a surrogate (by creating animosities and exposing you to public hatred and contempt), but also threatening your person, and the other holding his Majesty's courts of Justice to ridicule—

"We, the greater part of the most respectable inhabitants of this town and neighbourhood, viewing the said libels with perfect disgust and detestation, with a desire to bring the writer or writers of the same to justice, have felt it a duty we owe you and ourselves, as a body of loyal subjects, voluntarily to come forward and make a subscription, which we have offered as a reward to any informer; thereby hoping and believing that this measure will lead to the detection of him or those concerned in this

base and cowardly transaction. The ability, zeal, and impartiality shewn by you as a judge, during your residence amongst us, have proved that you are undeserving of censure,—but, on the contrary, your general attention to the interests of this community, require our warmest thanks.

"We beg leave further to add, that all diligence will be manifested by us to discover the malicious writer in question, whereby he may be prosecuted. In the mean time, permit us to subscribe ourselves, with respect, Sir, your obedient servant,

"JAMES BAYLY, *Chairman.*

"[At the request of the meeting]."

"*To John Toup Nicolas, C. B., &c. &c. &c.*"

On receipt of the above address, Captain Nicolas returned the following reply:—

"*H. M. S. Egeria, Harbour Grace, Mar.* 28, 1822.

"Sir,—Did I not sensibly feel the great attention which has been shewn me by the respectable meeting of which you are the chairman, in thus coming forward so handsomely to mark your detestation of the writer of the base libel against my public character,—some coward who, like an assassin, has in the dark dared to insinuate that my judgment as a surrogate has been *corruptly* influenced, in favour of one of the poorer classes of society, in opposition to the justice due to one of the more wealthy,—I should ill deserve the favor which has been done me.—The honorable and liberal conduct of the inhabitants on this occasion, is the best answer to such a charge, for those who during the last seven months, have almost daily witnessed the proceedings of this court, are the best qualified to reply to such an aspersion. Next to the approval of our own conscience, and its assurance that we have done right, every man must be proud to learn, that he has succeeded in giving satisfaction to those to whom he has been called upon to administer, to the best of his abilities, the laws of his country. Under these impressions, no man can feel more deeply than I do, on this occasion, the truth of the words of a great statesman, now no more, that 'to be the object of calumny and misrepresentation, will cause uneasiness, it is true, but an uneasiness not wholly unmixed with pride and satisfaction, since the experience of all ages teaches us, that calumny and misrepresentation are frequently the most unequivocal testimonies of the zeal, and possibly the effect, with which he, against whom they are directed, has done his duty.'

"The strong armour of truth is not always proof against the shafts of calumny;—truth however will ultimately make its way to the light, and bring its reward.

"Calumny, like persecution, may for the moment be enjoyed in secret by those who may have employed such weapons to irritate, and perhaps

may afford the heartless employers a temporary gratification: they may exult in silence, in their fancied achievements, and flatter themselves that they have accomplished their purposes; but they will be sure, eventually, to meet their just desert. And though whilst in a short lived triumph they may succeed in wounding the peace of the individual against whom their poisoned arrow had been directed, yet the day of retribution will sooner or later arrive, when they will discover that the wound they have inflicted, and caused to smart for the hour, has been healed by the soothing antidote of sympathy, manifested by the society by whom that individual is surrounded; then *their* best punishment will be in their own hearts—accusing reflections, which will goad them during many successive years of their future lives.

"It now becomes my pleasing duty to beg that you will assure all those whom you represent, of my very grateful acknowledgment for the flattering kindness they have done me. The assurance they now make, that my humble services in this district, during the last seven months, have been useful to the public good, causes me to feel most happy that I should have been selected by his Excellency the Governor for the duty which I was so unexpectedly called upon to perform.

"Their generous proceedings on this occasion I shall not fail to lay before his Excellency. It will afford the best proof of the gratitude which the much greater part of the inhabitants of this town, whom you have been appointed to represent, entertain for the protection that has been given by the presence of a ship of war with a surrogate on board during the winter: and should it fall to my lot, at any future period, to be called upon to execute the same duties, the past will, I trust, prove to them an earnest of the future, that my best zeal shall ever be shewn in promoting the public good.

"Permit me individually, Sir, to thank you and the gentlemen who formed the deputation conveying to me the address of the majority of the inhabitants of this town and its vicinity, for the handsome manner in which you have expressed to me their sentiments; and in the confident hope that your exertions will tend to bring to punishment the malicious writer of the libel in question, I have the honor to be, &c.

(Signed) "J. Toup Nicolas, *Captain of H. M. S. Egeria, and Surrogate for the Island of Newfoundland.*"

"To James Bayly, Esq. Deputy Collector of his Majesty's Customs, &c."

The Egeria returned to England in May, 1822; and in August following she was selected to form one of the royal squadron that escorted his Majesty on his visit to Scotland: she was afterwards sent to the North Sea for the prevention of smuggling.

In November in that year, a dispute arose between the keelmen and the ship masters and ship owners of Newcastle; and so alarming a spirit of insubordination was displayed, that government found it necessary to send a small squadron to the River Tyne, to aid the civil power in subduing the riots; the command of which was entrusted to Captain Nicolas. The same success which has marked the whole of his professional career, attended him on this occasion; and obtained for him the marked approbation of the merchants, of the civil authorities, of his commander in chief, of the Admiralty, and of the Secretary of State for the Home department.

On his arrival in the Tyne he learnt that the conduct of the keelmen had produced a total stagnation of the coal trade; and he therefore suggested to the mayor of Newcastle, and the magistrates in the vicinity, the possibility of opening the trade by the crews of his Majesty's ships under his orders, and thus to prove to the refractory keelmen the folly of their resistance. This plan, though never before tried, in similar "strikes," was adopted, with a zeal on the part of the mayor, Colonel Bell, which did him the highest honor, and with great thankfulness by the coal owners. The next morning, at one o'clock, all the boats of the squadron, aided by two gun-boats, assembled under Captain Nicolas's command, at the mayor's stairs, where they were joined by the mayor in his barge, and proceeded to the different coal sheathes, several miles above the town. They reached these places before daylight, and found there the 3rd dragoon guards, under Lieut. Colonel Holmes, and the Northumberland cavalry, under Colonel Bradling, ready to protect them. The keelmen had collected in large bodies along the banks of the river, to oppose the men-of-war's men in taking possession of their keels; but notwithstanding their resistance, by throwing heavy stones from every point which the boats passed in going up and down the river, upwards of one thousand tons of coals were conveyed to Shields on the first day. The same plan was pursued, and the same quantity brought, on the next, and every succeeding day, for

nearly six weeks, and the vessels, which had been detained for two months, were laden and sent to sea.

On one occasion, when the boats of the men-of-war were endeavouring to take possession of some keels at a village a few miles above Newcastle, the keelmen assembled in great numbers using the most insulting language and gestures, accompanied by stones, and dared the boats to land. Captain Nicolas immediately requested the officer commanding the dragoons to charge round the village, pulled in shore in his gig, and without waiting for the other boats, jumped on shore, unattended even by his own boat's crew, seized six of the ringleaders with his own hands, and sent them off in one of the boats to Newcastle. This resolute act was productive of the best effects. It convinced the rioters they would not succeed in their object by intimidation; and on the following day, when they had collected to oppose the boats as usual, Captain Nicolas again fearlessly landed among them, and having expostulated with them in a conciliatory tone on the folly and illegality of their conduct, he asked in what their grievances consisted? promising, if they were just, to represent them to the government. This conduct was attended with the happiest result. They immediately agreed to do what he might dictate, and the next day delegates were sent to wait on him at Newcastle, when he repeated his remonstrances, and they soon afterwards returned to their usual labours.

Thus, by a mixture of firmness, decision, and forbearance on the part of the king's officers, aided by the same qualities in the mayor and civil authorities, Captain Nicolas had the satisfaction of bringing those alarming riots to a close at the expiration of six weeks, without the loss of a single life; though such was the hostile conduct of the keelmen, at one moment, in throwing stones and other missiles, and more than once, by even using fire arms against the boats, that at his request the mayor issued public notices, that if they persisted in those measures, the most severe means would be adopted.

Before quitting Newcastle, Captain Nicolas had the honor of receiving the following letters and addresses of thanks for his services, on this occasion:

"*Newcastle on Tyne*, 10 *Dec.* 1822.

"Dear Sir,—I cannot permit you to leave this Port without expressing the very deep sense of obligation I entertain for the able and effectual support which you have afforded to the civil authorities during the late disturbances amongst the keelmen of the Tyne. I beg you will therefore allow me, in my own name, and in the name of the other magistrates, to offer my sincere thanks to yourself, Captain William Rochfort*, and Lieutenants Benjamin Aplin †, and Robert Stuart ‡, and to the officers, seamen, and marines of his Majesty's ships Egeria, Nimrod, and Swan, under your command, for their zealous and indefatigable exertions in the performance of an arduous duty; and you may rest assured that the cheerfulness and alacrity with which it has been performed will not soon be forgotten.

"I must at the same time beg the favor of you to convey my acknowledgments to Lieutenant Stuart who commanded the Swan in the month of October last, for the very spirited assistance, which he rendered me in quelling a riotous attempt of the seamen to obstruct the navigation of the port. I have the honor to be, dear Sir, with very sincere regard, your obliged humble servant, (Signed) "ROBERT BELL, Mayor."

"*To John Toup Nicolas, Esq. C. B. &c.*"

"*Office of the Clerk of the Peace for Northumberland, Newcastle*, 12 *Dec.* 1822.

"Sir,—I am desired by the magistrates acting for the Castle Ward in the county of Northumberland, to state to you, that although they are aware that the service in which you have been engaged during the late disturbances among the keelmen of the River Tyne, has been necessarily confined to the adjoining county of Newcastle upon Tyne, yet they feel themselves called upon to acknowledge the very beneficial effects in the preservation of the public peace within their district, from your judicious and indefatigable exertions in aid of the civil authorities; and I am at the same time desired to say, they request that you will be pleased to convey to the officers, petty officers, non-commissioned officers, seamen and marines, of the several ships of war under your command during the above service, how highly the magistrates appreciate the zeal, firmness, and uniform good conduct they displayed on all occasions while employed in assisting the civil power. I have the honor to be, &c.

(Signed) "THOMAS DAVIDSON, Clerk of the peace for the county."

"*To Capt. Nicolas, C. B., H.M.S. Egeria, &c. &c. &c.*"

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* Of the Nimrod sloop. † Commanding the Swan cutter.
‡ First of the Egeria.

"*Gateshead Justice Room, Dec. 7*, 1822.

"Sir,—We have great satisfaction in tendering to you and Capt. Rochfort, and the officers and men under your command, our thanks for your firm, persevering, and humane conduct on the occasion of the late disturbances; and for the assistance you have rendered to the civil power during their continuance.

"ADAM AIKEN,
"CHARLES THORP,
"JOHN COLLINSON,
"H. G. LIDDELL, &c.
} Magistrates acting for Chester Ward in the County of Durham."

"*To Captain Nicolas, C. B.*"

"*Newcastle on Tyne, Dec.* 10, 1822.

"Sir,—I have the honor to convey the unanimous thanks of the Gentlemen interested in the Coal trade, to yourself and the officers, seamen and marines of H.M. ships Egeria, Nimrod, and Swan, under your command, for the great and eminent services rendered by you and them during the late disturbances amongst the Keelmen of the River Tyne. We are fully sensible that the exertions of the naval force were most importantly serviceable in protecting the trade of the river, and in producing the ultimate submission of these misguided men, and their return to order and subordination. I have the honor to be, &c. "DICKSON BROWN, Chairman."

"*To John Toup Nicolas, Esq. C. B.*"

(ENCLOSURE.)

"Resolved unanimously, that the warmest thanks of this meeting, which consists of Gentlemen interested in the Coal trade above bridge, be given to Captain Nicolas, and the officers, seamen, and marines under his command, for the important services rendered by them to the trade of the port, and for their zealous and unremitting exertions, distinguished equally by their firmness and moderation, in protecting those who were employed in navigating their keels in opposition to the interruptions given by the Keelmen; and that this resolution be laid before the general meeting of the trade to be held on Tuesday next."

"Resolved that Mr. Clayton and Mr. Lamb be requested to wait upon Captain Nicolas with a copy of this resolution."

"*Newcastle, 10 Dec.* 1822.

"Dear Sir,—Amongst other pleasant duties which the general meeting of the Coal trade held this day had to perform, they most cheerfully entered into the consideration of what was fit to be done towards the men who under your command have rendered them important services, and in consequence order me to beg you will have the goodness to direct the distribution of 110*l.* amongst the men of the Egeria; 110*l.* amongst the men of the Nimrod; and 50*l.* amongst the men of the Swan, as a compensation for their

extraordinary labours; and for this purpose I have the honor to enclose a bill for 270*l**. I remain, dear Sir, your faithful and obliged servant,

"NATH. CLAYTON."

"*Capt. Nicolas, C.B., H.M.S. Egeria.*"

The approbation of the Admiralty, and of Mr. Secretary Peel, was conveyed in the following letters:

"*Genoa, Sheerness, 11th Dec.* 1822.

"Sir,—The Lords Commissioners of the Admiralty, referring to your letter of the 7th instant, reporting that the keelmen of the River Tyne had returned to their work, and that you would proceed to your station as soon as the civil authorities should consider the presence of His Majesty's ships to be no longer necessary in the Tyne, have directed me to express to you their approval of your proceedings, and of the conduct of the officers and men under your orders, during the time they have been employed in the said river. I have great pleasure in communicating their lordships' approbation to you, and I beg you will make the same known to all the parties who have been employed under your orders. I have the honor to be, &c. "BEN. HALLOWELL, Vice-Admiral."

"*Captain Nicolas, C.B., H.M.S. Egeria.*"

(COPY.)

"*Whitehall, Dec.* 13*th*, 1822.

"Sir,—I am directed by Mr. Secretary Peel to acquaint you, for the information of the Lords Commissioners of the Admiralty, that the keelmen on the River Tyne have at length returned to habits of subordination; and Mr. Peel has much satisfaction in adding, that the magistrates of Newcastle consider they are greatly indebted for this result to the exertions of Captain Nicolas, and the officers, seamen, and marines of H. M. ships Egeria, Nimrod, and Swan, by whose aid protection has been afforded, both by night and by day, and on all points, to the navigation of the river, and through whose coolness this struggle with a numerous and determined body of men has been terminated without bloodshed. I have the honor to be, &c. (Signed) "H. HOBHOUSE."

"*To J. Wilson Croker, Esq.*"

The Egeria's period of service having expired, she was paid off early in 1823, since which Captain Nicolas has not

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* The lords of the Admiralty signified to Captain Nicolas, that under the peculiar circumstances of this case, "they did not object to the men receiving from the merchants of Newcastle and its neighbourhood such pecuniary present as they might wish to distribute amongst the men, as a mark of their acknowledgment of the service rendered by the seamen on that occasion."

been employed; but before quitting his station he had the honor of receiving the following written approbation of his services from that distinguished officer Vice-Admiral Sir Benjamin Hallowell, under whose orders he had been placed, in addition to a most flattering expression relative to his conduct in the Tyne, personally.

"*Chatham, Jan.* 14, 1823.

"My dear Sir,—I assure you that I never was more satisfied with the conduct of any officer than I have been with yours since you have been under my orders; and it will afford me pleasure at any time to have you again placed in a ship under my command. I am, my dear Sir, &c.

(Signed) "BEN. HALLOWELL."

Captain Nicolas married, in Aug. 1818, Frances Anna, eldest daughter of Nicholas Were, of Landcox, co. Somerset, Esq., by whom he has three sons and one daughter: he has resided for some time in Brittany. His uncle, Nicholas Harris Nicholas, Esq. obtained a commission in the marines at an early age, but afterwards removed into the line, and became a captain in the 44th and 89th regiments. He was at the battle of Bunker's Hill, in 1775. After the peace of 1783, he became major of the Royal Cornwall Fencible dragoons, the colonel of which was the late Viscount Falmouth, and the lieutenant-colonel, the present Lord de Dunstanville. That corps was eminent for its effectiveness and soldierly appearance, and was employed in various parts of England. Major Nicholas died in Nov. 1816.

It is deserving of remark, that the aggregate number of years during which this family, in the present and last generation, have held commissions, either in the army, navy, or marines, is 178 years, forming a period of service, by *six* persons, of upwards of *two hundred years*.

Agents.—Messrs. Stilwell.

JOHN MOBERLY, Esq.

RECEIVED his first commission, Oct. 14, 1807; and was senior lieutenant of the Little Belt in her memorable rencontre

with the U. S. ship President, May 16, 1811; on which occasion he conducted himself as "a most excellent officer, in every respect*." He was made commander, May 29, 1813; and promoted to post rank, Aug. 26, 1815.

JOSEPH DIGBY, Esq.

Brother of Rear-Admiral Digby, C. B. Was made lieutenant, Dec. 11, 1807, and commander, Feb. 8, 1812; appointed to the Hydra troop-ship, July 22, 1813; and posted, Sept. 8, 1815.

JOHN THOMSON, Esq.

Obtained post rank, Sept. 11, 1815.

CHARLES WARDE, Esq.

Was made lieutenant, Feb. 13, 1805, and commander, April 29, 1808; appointed to the Banterer sloop, June 9, 1810; and posted, Sept. 18, 1815. He married, in 1824, Marianne, eldest daughter of the late A. W. Gregory, of Glamorgan, Esq.

Agents.—Messrs. Stilwell.

WILLIAM FARINGTON, Esq.

Was made lieutenant, Oct. 14, 1799, and commander, May 7, 1808; appointed to the Clio sloop, Oct. 22, 1810; and posted Sept. 18, 1815.

STEPHEN POPHAM, Esq.

Brother of Brigadier-General George Munro Popham,

* See Supl. Part III. p. 53.

C. B. formerly in command of the eastern district of Dacca, who died, Oct. 22, 1825.

This officer was born May 8, 1780; and he appears to have entered the navy as midshipman on board the Formidable 98, Mar. 12, 1795. He subsequently served in the Trusty 50, Oiseau frigate, Victorious 74, and Sceptre 64; from which latter ship he was providentially absent, either on duty or leave, when she was wrecked, in Table Bay, Nov. 5, 1799.*

On the 5th April, 1801, Mr. Popham, then belonging to the Zealous 74, was upset in a boat, off North Yarmouth, and not picked up until he had been nearly two hours in the water. Being then placed too near a large fire, his right leg was so dreadfully burnt that he could not leave his bed for upwards of six months. He obtained the rank of lieutenant, Oct. 7, 1801.

We next find Mr. Popham in the Glory 98, successively bearing the flags of Sir John Orde and Rear-Admiral Charles Stirling; from which ship he was removed to the Orion 74, subsequent to Sir Robert Calder's action, which ended in the capture of two Spanish line-of-battle ships, July 22, 1805.†

The Orion, commanded by Captain Archibald Collingwood Dickson, formed part of the fleet under Admiral Gambier, in the expedition against Copenhagen, from whence Lieutenant Popham brought home the Rota, a Danish frigate of the largest class. During the summer of 1808, he was frequently employed in the Orion's boats, protecting convoys through the Sound, and engaged with the enemy's flotilla. In 1809, he accompanied Sir Richard J. Strachan to Walcheren, and there acted as aid-de-camp to the naval commander-in-chief.‡

A very gallant exploit afterwards performed by the boats of the Quebec frigate, under his directions, is thus officially described:—

"*Quebec, off the Texel, Nov. 9*, 1810.

"Sir,—I have the honor to report to you the capture of la Jeune Louise, a very fine French privateer schooner, of 14 guns and 35 men, which was

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* See Suppl. Part I. note at p. 222. † See Vol. I. Part I. p. 405, *et seq.*
‡ See *id.* p. 290.

most gallantly attacked and carried last night, in the Vlie Stroom, by a party of volunteers, in three boats from the Quebec, under the command of the first lieutenant, Stephen Popham, seconded by Lieutenant Richard Augustus Yates.

"And to do justice to the distinguished gallantry of Lieutenant Popham, and the officers and men employed upon this service, I must state to you, Sir, that in running past the Vlie and Schelling yesterday evening, to resume our station before the Texel, the schooner was discovered at an anchor within, and Lieutenant Popham immediately offered his services to make an attempt upon her; accordingly, the frigate was brought to without the sands, in sight of the enemy, and the boats immediately despatched; and although we saw the engagement at half-past nine o'clock, it was not till after a long and anxious night that we had the extreme joy of seeing the schooner beating out of the enemy's harbour, through the very intricate navigation of the passage, with the British colours flying over the French.

"I understand that the boats had to pull against a very strong tide, and found the enemy fully prepared for the attack, and closely surrounded by sands, on which they grounded; in this situation, they received three distinct broadsides from cannon and musketry, within pistol-shot; but, notwithstanding, they extricated themselves and boarded. The enemy contended the point on deck, and the French captain, Galien Lafont, a member of the legion of honor, was killed in personal contest by Lieutenant Yates.

"I am sorry now, Sir, to state the loss sustained on our side.*

"Lieutenant Popham speaks in the highest terms of the spirit and good order maintained by Lieutenant Yates, Mr. M'Donald, master's-mate, in command of the third boat, Mr. Duncan, clerk, Mr. Charles Ward, gentleman volunteer, and the whole of his party; la Jeune Louise carries six 12 and eight 9-pounder carronades; the remainder of her crew, consisting of 60 men, were some of them landed that morning, sick, and others in a prize at sea. I have the honor to be, &c.

(Signed) "CHARLES S. J. HAWTAYNE."

"*To Vice-Admiral Sir Edw. Pellew, Bart.*

&c. &c. &c."

The subject of this memoir was made commander, Aug. 1, 1811; from which period we lose sight of him until May 6, 1814, when, in the Montreal of 21 guns, formerly the Royal George 23†, he assisted at the capture of Oswego, situated on the river of that name, near its confluence with Lake Ontario. On that occasion, "he anchored his ship in the

* One man killed, one drowned, one wounded; on the enemy's side, two killed and one wounded.

† See p. 93.

most gallant style, sustaining the whole fire of the American fort, until the storming party gained the shore*." In this battle, the Montreal was set on fire three times by red-hot shot; nor could it be wholly extinguished for near three hours after the cannonading had ceased: her masts, sails, and rigging were much cut; Captain Popham was severely wounded in his right hand, by a piece of one of the above shot; and Mr. James Richardson, master, from a severe wound in the left arm, was obliged to undergo amputation at the shoulder joint; one of her crew was killed, and four others wounded.

Captain Popham was subsequently sent with a detachment of boats, containing about 180 men, to endeavour to intercept a number of small craft, laden with ordnance, cordage, &c. for the enemy's shipping at Sackett's harbour. Having obtained certain information, that the Americans had taken shelter in Sandy Creek, he proceeded to the entrance of it, landed there shortly after day-light, May 31, and having reconnoitred their position, determined on an immediate attack; the disastrous result of that enterprise will be seen by the following extracts of his official report to Commodore Sir James L. Yeo:—

"*Sackett's Harbour, June* 1, 1814.

"The masts of their boats, 18 in number, were plainly seen over the marsh, and, from their situation, did not appear to be very near the woods; their not attempting to interrupt our entry into the creek, led me to hope they were only protected by militia. This circumstance, added to the very great importance of the lading of their boats to the equipment of their squadron, was a strong motive for me to risk the attack, not aware that they brought their rifleman in their boats, and that a body of Indians had accompanied them along the beach.

"The boats advanced cautiously to within about a quarter of a mile of the enemy, when Lieutenant Cox, of the royal marines, was landed, with the principal part of his men, on the left bank; and Captain Spilsbury and Lieutenant Browne, with the cohorn and small-arm party, accompanied by Lieutenant M'Veagh, with a few marines, were landed on the right bank. Their respective parties advanced on the flanks of the gun-boats (which had, from their fire, dispersed a body of Indians) to a turn-

* See Suppl. Part II. p. 216.

ing which opened the enemy's boats to our view, when, unfortunately, the 68-pounder carronade, on which much depended, was disabled. Seeing us pull the boat round, to bring the 24-pounder to bear, the enemy thought we were commencing a retreat, when they advanced with their whole force, consisting of 150 riflemen, near 200 Indians, and a numerous body of militia and cavalry, which soon overpowered the few men I had. Their resistance was such as I could have expected from a brave and well-disciplined body; but, opposed to such numbers, unavailing: their officers set them an example honorable to themselves, and worthy of a better fate. Captain Spilsbury, for a time, checked the advance of the enemy, by the fire which he kept up with the cohorn and his party; and I feel much indebted to him for his conduct throughout. Lieutenants Cox and M'Veagh, who nobly supported the honour of their corps, are, I am sorry to say, dangerously wounded. Mr. Hoare, master's-mate of the Montreal, whose conduct was conspicuous throughout, is the only officer killed. Our loss in killed and wounded (mostly dangerous) is great *. I send as correct a return as I can possibly get of them, as well as of the survivors. The winding of the creek, which gave the enemy great advantage in advancing to intercept our retreat, rendered any further perseverance unavailing, and would have subjected the men to certain death.

"Lieutenants Majoribanks and Rowe, in the rear, with the small boats, did every thing in their power; and Lieutenant Loveday's exertions, in the Lais gun-boat, was such as I was much pleased with.

"The exertions of the American officers of the rifle corps, commanded by Major Appling, in saving the lives of many of the officers and men, whom their own men and the Indians were devoting to death, were conspicuous, and claim our warmest gratitude. I have the honor to be, &c.

(Signed) "STEPHEN POPHAM."

This officer's post commission bears date Sept. 19, 1814.

Agent.—C. Clementson, Esq.

FRANCIS BROCKELL SPILSBURY, Esq.

A NATIVE of Nottinghamshire, and son of Mr. Spilsbury, Surgeon, R. N., patentee of the drops bearing his name.

This officer was made lieutenant Dec. 27, 1805; and we first find him serving under Captain Thomas Ussher, of the Hyacinth post-sloop, who speaks very highly of his gallantry and zealous conduct, in the brilliant affair at Malaga (on which

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* About 18 killed and 50 wounded.

occasion he was wounded), and at the attack of Almuñecar, in April and May, 1812 *. His promotion to the rank of commander took place Mar. 8, 1813; and he shortly afterwards accompanied Sir James Lucas Yeo to Canada, where he was appointed by that officer to the Beresford schooner, then at Kingston, on Lake Ontario.

About this time, the Canadian Lakes had become the most active scene of warfare; and a number of spirited actions took place on them and their coasts. Towards the end of April, 1813, Colonel Proctor embarked with a force of between 800 and 900 regulars and militia, joined by about 1200 Indians, to attack an American post at the rapids of Miami, a river flowing into Lake Erie; but, in consequence of heavy rains, he was not able to open his batteries till the 1st May, by which time the enemy had so well secured themselves, by block-houses and batteries, that no impression could be made on them. While he was engaged in overcoming these impediments, an American reinforcement of 1300 men, commanded by Brigadier-General Clay, came down the river, and made an attack upon him, aided by a sally from the garrison. After a severe contest, they were repulsed, and the greatest part, except those from the garrison, killed or taken prisoners; but Colonel Proctor was not able to maintain his position, having been deserted by half the militia, and almost all his Indian auxiliaries.

On the 27th May, the Americans in force effected a landing near Fort St. George, on the Niagara, and proceeded to attack it. They were very gallantly opposed by Colonel Vincent, commanding at that station, and the troops under him; but the superiority of numbers rendering a lasting resistance impossible, he spiked his guns, destroyed the ammunition, and retired to a position near the head of Lake Ontario. In his retreat he was joined by Lieutenant-Colonel Bishopp, with all the detachments from Chippawa to fort Erie, and by some other parties, which increased his whole force to about 1600 men. The enemy, estimated at 10,000, in the mean time,

* See Suppl. Part I. pp. 345—350.

pushed forward a considerable body towards Queen-town, which rendered them masters of the Niagara frontier. They met, however, with several checks in attempting a farther advance; and in June, General Dearborn concentrated his forces at fort George, where he remained in a strongly entrenched camp. On the 3d of that month, Sir James Lucas Yeo sailed from Kingston, to co-operate with the British troops, and annoy the Americans, by cutting off their supplies: his proceedings are thus detailed in an official letter to the Admiralty:

"At day-light on the 8th, the enemy's camp was discovered close to us, at Forty Mile Creek; it being calm, the large vessels could not get in; but the Beresford, Captain Spilsbury, the Sir Sidney Smith schooner, Lieutenant Majoribanks, and the gun-boats, under the orders of Lieutenant Anthony, first of the Wolfe, succeeded in getting close under the enemy's batteries, and, by a sharp and well-directed fire, soon obliged him to make a precipitate retreat, leaving all his camp equipage, provisions, &c. behind, which fell into our hands; the Beresford also captured all his batteaux, laden with stores. Our troops immediately occupied the post. I then proceeded along shore to the westward of the enemy's camp, leaving our army in his front. On the 13th, we captured two schooners and some boats, going with supplies; by them I received information, that there was a depôt of provisions at Genessee river; I accordingly proceeded off it, landed some seamen and marines, and brought away the whole, as also a sloop laden with grain. On the 19th, I anchored off the Great Sodas, landed a party of the Royal Scots, and took off 600 barrels of flour and pork."

At this time, the enemy's naval force in Sackett's harbour, under Commodore Chauncey, consisted of the General Pike, quite a new ship, and mounting 28 long 24-pounders, 2 of which, being on traversing carriages, were as effective as double the number mounted in the common way; the Madison, launched in the preceding year, pierced to carry 24 guns on a flush deck; the Oneida brig, of 16 guns; and ten fine schooners, each mounting from 2 to 4 guns, a number of them on pivot carriages. In this squadron there were no less than 39 long 32 and 24-pounders: the total number of officers and men, as admitted by the Americans themselves, was 1193.

Towards the end of July, Commodore Chauncey sailed with

the whole force under his command; and on the morning of the 8th August, while at anchor off fort Niagara, he was discovered by Sir James L. Yeo, whose squadron consisted of the Wolfe (launched in May), mounting 23 guns; the Royal George 21; the Melville brig, 14; the Beresford, 8; the Moira schooner, 14; and the Sir Sidney Smith, 12: total 92 guns, of which number only 2 were long 24-pounders, and none of larger calibre. The squadron did not contain more than 717 officers and men.

The Americans were soon under weigh, and came out formed in line of battle; but, on the British approaching nearly within gun-shot, they fired their broadsides, wore, and stood back under their batteries. During the night, two of their schooners upset in a heavy squall, and all on board unfortunately perished. On the 9th, the hostile parties were again in sight of each other; but light airs and calms prevented Sir James L. Yeo from closing with the enemy until the night of the 10th, when, having a fine breeze, he stood for them, and, at eleven o'clock, got within gun-shot of their line of schooners: the General Pike and the Madison kept off the wind to prevent his closing; but, at a little after midnight, the Wolfe arrived within gun-shot of them also, when they immediately bore round-up, fired their stern chasers, and made sail away, leaving two of their schooners far behind, both of which were captured. The prizes proved to be the Growler and the Julia, of 2 guns and 40 men each.

Shortly after this affair, Commodore Chauncey was reinforced by two schooners, the Elizabeth and Sylph, the latter upwards of 400 tons, mounting 4 long 32-pounders, upon traversing carriages, and 4 long sixes.

On the 11th Sept., while Sir James Yeo lay becalmed off Genessee river, Commodore Chauncey, by the aid of a partial wind, succeeded in getting near enough to fire his 32 and 24-pounders with some effect, while the British had only six guns in all the squadron that could reach him or any of his companions. During the continuance of the calm, a period of five hours, he kept up an incessant cannonade; but when a breeze

sprang up from the westward, and his opponent stood towards him, he took care to avoid a closer meeting. In this action, the British had 4 killed and 7 wounded.

On the 28th of the same month, another distant engagement took place; when Commodore Chauncey, having the weather-gage, kept his favourite distance, and succeeded in shooting away the Wolfe's main-top-mast; which in its fall brought down the mizen-top-mast and cross-jack-yard. The only other American shot that took effect, struck the Royal George's fore-top-mast, which fell upon her anchoring. The General Pike is said to have suffered a considerable loss of men; among whom were 22 killed and wounded by the bursting of a gun.

In April, 1814, the Prince Regent of 58 guns, and Princess Charlotte 42, having been launched at Kingston, the Wolfe and Royal George were ordered to be from thenceforward named the Montreal and Niagara; which latter ship Captain Spilsbury commanded at the capture of Oswego, on the 6th of the following month *. The manner in which he was subsequently taken prisoner by the Americans, has been described at p. 89.

Captain Spilsbury obtained post-rank, Sept. 19, 1815; and a pension of 250*l.* per annum, for wounds, was granted to him on the 4th Nov. in the same year. We are informed that he has been for some years settled at Cramake, a town founded by himself, in Newcastle district, Upper Canada.

Agents.—Messrs. Cooke, Halford, and Son.

DANIEL PRING, Esq.

Was made lieutenant, May 12, 1808, and commander, Nov. 13, 1813; at which latter period he was employed on the lakes of Canada, as will be seen by the following extract of a letter from Sir George Prevost, the Governor-General, to Earl Bathurst, dated at Montreal, December 12:—

"A division of gun-boats, with a detachment of troops, which I had

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* See Suppl. Part II. p. 216.

ordered on the 1st of this month to advance into Lake Champlain, for the purpose of molesting General Hampton's division, succeeded in burning an extensive building lately erected near Plattsburg, as a dépôt magazine; some batteaux, together with the ammunition, provisions, and stores found in it, were either brought away or destroyed.

"The severity of the weather obliged Captain Pring, of the royal navy, under whose command I had placed the expedition, to return to Isle-aux-Noirs on the 5th; in effecting which, he was obliged to cut a channel for his boats through several miles of ice. The enemy's troops were in considerable number in the vicinity of Plattsburg, but no attempt was made to annoy our force employed on this occasion."

In Feb. 1814, the American General Wilkinson concentrated a considerable force at Plattsburg, for the invasion of Lower Canada.

On the 30th March, his light troops entered Odell town, drove in the British piquets on the road leading from thence to Burton Ville, and commenced an attack on the latter position; but were so well received by the king's troops and Canadian fencibles, that it was not persevered in. Three brigades of American infantry were then directed upon the post at La Cole Mill, which was most gallantly and successfully defended by Major Handcock, of the 13th regiment, who acknowledges himself highly indebted to Captain Pring, "for his ready and prompt assistance," in moving up the flotilla from Isle-aux-Noirs to the entrance of the La Cole river, where he opened and maintained a very destructive fire. On this occasion, Lieutenants Creswick and Hicks, R. N. were most actively zealous in landing two guns, and forwarding them, with a quantity of stores, to the mill. In this affair, the British sustained a loss of 12 men killed, 48 including 2 officers, wounded, and 4 missing.

The subsequent capture of Oswego has been officially described at p. 215 *et seq.* of Suppl. Part II. The principal object in attacking that place being to retard the equipment of the enemy's new ships at Sackett's harbour (their guns and stores of every description being drawn from Oswego), and thus to delay, if not altogether to prevent, the sailing of their fleet; Sir George Prevost determined to pursue the same policy on Lake Champlain, and therefore directed Captain Pring to proceed with his division of flotilla, towards

Vergennes, for the purpose, if practicable, of destroying the vessels lately launched there, and of intercepting the ordnance and supplies for their armament and equipment.

Captain Pring accordingly sailed on the 9th May; but, on arriving off Otter Creek, on the 14th, he found the Americans so fully prepared to receive him, and their vessels so strongly defended by batteries, as well as a considerable body of troops, that after a cannonading with some effect from his gun-boats, he judged it most advisable to abandon his intended plan of attacking them, and to return to Isle-aux-Noirs. The appearance of the flotilla, however, on Lake Champlain, is stated by Sir George Prevost, to have been "productive of great confusion and alarm at Burlington, and other places along its shores; and the whole of the population appeared to be turned out for their defence."

In the early part of Aug. 1814, the British naval force on Lake Champlain consisted of the Linnet brig, Captain Pring; Chubb cutter, Lieutenant James M'Ghie; Finch cutter, Lieutenant William Hicks; and ten sail of gun-boats. These vessels mounted between them 2 long 24-pounders, 5 long eighteens, 16 twelves, and 2 sixes; 1 medium 18-pounder; 6 thirty-two and 16 eighteen-pounder carronades: their joint crews amounted to 444 persons, the greater part British soldiers and Canadian militia, with a due proportion of boys. On the 25th of that month, the Confiance, a ship hastily constructed in the vicinity of Isle-aux-Noirs, was launched, and soon afterwards commissioned by Captain George Downie, then first arrived from Lake Ontario. Her armament consisted of 27 long 24-pounders, 4 thirty-two-pounder carronades, and 6 twenty-four-pounder ditto; her complement was 270 officers, men, and boys.

In consequence of the earnest solicitations of Sir George Prevost, for the co-operation of the navy in an intended attack upon the enemy's works at Plattsburg, every possible exertion was used to accelerate the equipment of the Confiance, that the military movements might not be postponed at such an advanced season of the year, longer than was absolutely necessary. On the 3d Sept. Captain Pring was

directed to proceed in command of the gun-boats, to protect the left flank of the army advancing towards that place; and, on the following day, after taking possession of Isle de la Motte, he caused a battery of 3 long 18-pounders to be constructed for the support of a position opposite to Little Chazey, where the supplies for the troops were ordered to be landed.

On the 8th Sept., the Confiance, Linnet, Chubb, and Finch moved from Isle-aux-Noirs, and anchored abreast of the main body of the British army, to wait until the new ship had completed her crew and equipment. Unfortunately, however, Captain Downie was urged, and the Confiance hurried into action, before she was by any means in a fit state to meet the enemy.

"On the 9th, Captain Downie received a draught of marines, numbering, with a few artillery men and soldiers, 86 men; and, in the course of that and the following day, the whole of the petty officers and seamen intended for him came on board; amongst whom were 19 foreigners, 25 men lent from transports at Quebec, and many bad characters from the ships of war, who had escaped condign punishment by volunteering to serve on the lakes.

"On the 10th, while the loud clank of the builder's hammer was still sounding in all parts of the ship, while the guns were being breeched and pointed through the ports, and while the powder was lying in a boat alongside, the magazine not being ready for its reception, an officer from Sir George Prevost came to solicit the instant co-operation of the squadron. Relying upon the assurance now given by the governor-general, that the army should storm the works of Plattsburg while the navy attacked the American shipping in front of them, Captain Downie, notwithstanding the unprepared state of the Confiance, consented to go into battle on the following morning. It was then agreed, that Captain Downie, when rounding Cumberland head, should scale his guns; and that, at the same instant, the assaulting column should advance to the enemy's works.

"On the 11th, at 7 A. M. the Confiance, accompanied by

the Linnet, Chubb, Finch, and gun-boats, arrived in view of the American squadron, consisting of the Saratoga, bearing the broad pendant of Commodore Thomas M'Donough; the Eagle brig, Captain Robert Henley; the Ticonderago schooner, Lieutenant Stephen Cassin; the Preble cutter, and ten gun-boats; mounting in the whole 14 long 24-pounders, 12 eighteens, 14 twelves, and 7 nines; 6 medium 18-pounders, and 33 carronades; 6 of which were 42, and all the others 32-pounders. The total number of American officers and men was 981, the whole of the latter, excepting about 83 soldiers, acting as marines, were sailors belonging to the ships of war at New London and other blockaded ports on the Atlantic frontier.

The Saratoga, Eagle, Ticonderago, and [illegible] moored in line, abreast of the A[illegible] division of five gun-boats [illegible] immediately deter[illegible] hawse of th[illegible]

[illegible] Hicks, of the [illegible], had the mortification to strike on a reef of rocks, to the eastward of Crab Island, about the middle of the engagement, which prevented his rendering that assistance to the squadron, that might, from an officer of such ability, have been expected.

"The misfortune which this day befel us by capture, will, Sir, I trust, apologize for the lengthy detail, which, in justice to the sufferers, I have deemed necessary to give of the particulars which led to it; and when it is taken into consideration that the Confiance was sixteen days before on the stocks, with an unorganized crew, composed of several drafts of men who had recently arrived from different ships at Quebec, many of whom only joined the day before, and were totally unknown either to the officers or to each other, with the want of gun-locks ‡, as well as other necessary appointments not to be procured in this country, I trust you will feel satisfied of the decided advantage the enemy possessed, exclusive of their great superiority in point of force. It now becomes the most pleasing part of my

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* Thus adording the extraordinary instance, of a ship being launched, equipped, fought, and captured, within the short space of 17 days.

† All the gun-boats, except three, ran away almost as soon as the action commenced. We have not been able to ascertain the names of their commanders, otherwise they should have been inserted.

‡ Without this article, many a successful action has been fought: nor does it appear that the enemy used gun-locks.

death, is of too extraordinary a nature to be passed over. A shot from the Saratoga struck one of the Confiance's 24-pounders, and threw it completely off the carriage against him. He received the blow upon his right groin, and, although signs of life remained for a few minutes, never spoke afterwards. No part of his skin was broken: a black mark, about the circumference of a small plate, was the only visible injury. His watch was found flattened, with the hands pointing to the hour, minute, and second, at which the fatal blow had been given*." On the subsequent day, Captain Pring performed the painful duty of making Commodore Sir James L. Yeo acquainted with the disastrous result of the combat. The following are extracts of his official letter:

"*Saratoga, Plattsburg bay, Lake Champlain,*
Sept. 12, 1814.

"... commanding vessels and the ... plan of attack, we made ... and

operation; at 33 minutes after 10, I was much distressed to observe the Confiance had struck her colours *. The whole attention of the enemy's force then became directed towards the Linnet; the shattered and disabled state of the masts, sails, rigging, and yards, precluded the most distant hope of being able to effect an escape by cutting the cable; the result of doing so must, in a few minutes, have been her drifting alongside the enemy's vessels, close under our lee; but in the hope that the flotilla of gun-boats, who had abandoned the object assigned them, would perceive our wants, and come to our assistance, which would afford a reasonable prospect of being towed clear, I determined to resist the then destructive cannonading of the whole of the enemy's fleet, and at the same time despatched Lieutenant William Drew to ascertain the state of the Confiance. At 45 minutes after 10, I was apprised of the irreparable loss she had sustained by the death of her brave commander (whose merits it would be presumption in me to extol), as well as the great slaughter which had taken place on board, and observing, from the manœuvres of the flotilla, that I could enjoy no further expectation of relief, the situation of my gallant comrades who had so nobly fought, and even now were fast falling by my side, demanded the surrender of his Majesty's brig entrusted to my command, to prevent a useless waste of valuable lives; and, at the request of the surviving officers and men, I gave the painful orders for the colours to be struck †.

"Lieutenant Hicks, of the Finch, had the mortification to strike on a reef of rocks, to the eastward of Crabb Island, about the middle of the engagement, which prevented his rendering that assistance to the squadron, that might, from an officer of such ability, have been expected.

"The misfortune which this day befel us by capture, will, Sir, I trust, apologize for the lengthy detail, which, in justice to the sufferers, I have deemed necessary to give of the particulars which led to it; and when it is taken into consideration that the Confiance was sixteen days before on the stocks, with an unorganized crew, composed of several drafts of men who had recently arrived from different ships at Quebec, many of whom only joined the day before, and were totally unknown either to the officers or to each other, with the want of gun-locks ‡, as well as other necessary appointments not to be procured in this country, I trust you will feel satisfied of the decided advantage the enemy possessed, exclusive of their great superiority in point of force. It now becomes the most pleasing part of my

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* Thus affording the extraordinary instance, of a ship being launched, equipped, fought, and captured, within the short space of 17 days.

† All the gun-boats, except three, ran away almost as soon as the action commenced. We have not been able to ascertain the names of their commanders, otherwise they should have been inserted.

‡ Without this article, many a successful action has been fought; nor does it appear that the enemy used gun-locks.

present duty to notice to you the determined skill and bravery of the officers and men in this unequal contest: but it grieves me to state, that the loss sustained in maintaining it has been so great*; that of the enemy, I understand, amounts to something more than the same number.

"The fine style in which Captain Downie conducted the squadron into action, amidst a tremendous fire, without returning a shot, until secured, reflects the greatest credit on his memory, for his judgment and coolness, as also on Lieutenants M'Ghie and Hicks, for so strictly attending to his example and instructions; their own accounts of the capture of their respective vessels, as well as that of Lieutenant John Robertson, who succeeded to the command of the Confiance, will, I feel assured, do ample justice to the merits of the officers and men serving under their immediate command; but I cannot omit noticing the individual conduct of Lieutenants Robertson, Creswick, and Hornby, and Mr. Bryden, master, for their particular exertions in endeavouring to bring the Confiance's starboard side to bear on the enemy, after most of their guns were dismounted on the other.

"It is impossible for me to express to you my admiration of the officers and crews serving under my personal orders; their coolness and steadiness, the effect of which was proved by their irresistible fire directed towards the brig opposed to us, claims my warmest acknowledgments, but more particularly for preserving the same, so long after the whole strength of the enemy had been directed against the Linnet alone. My first lieutenant, Wm. Drew, whose merits I have before had the honor to report to you, behaved in the most exemplary manner.

"By the death of Mr. Paul, acting second lieutenant, the service has been deprived of a most valuable and brave officer; he fell early in the action; great credit is due to Mr. Giles, purser, for volunteering his services on deck; to Mr. Mitchell, surgeon, for the skill he evinced in performing some amputations required at the moment, as well as his great attention to the wounded during the action; at the close of which, the water was nearly a foot above the lower deck, from the number of shot which struck her between wind and water. I have to regret the loss of the boatswain, Mr. Jackson, who was killed a few moments before the action terminated. The assistance I received from Mr. Muckle, the gunner, and also from Mr. Clarke, master's mate, Messrs. Towke and Sinclair, midshipmen, the latter of whom was wounded in the head, and Mr. Guy, my clerk, will, I hope, recommend them, as well as the whole of my gallant little crew, to your notice.

"I have much satisfaction in making you acquainted with the humane treatment the wounded have received from Commodore M'Donough; they were immediately removed to his own hospital, on Crabb island, and furnished with every requisite. His generous and polite attention, also,

* 57 killed, and from 70 to 90 wounded.

to myself, the officers, and men, will ever hereafter be gratefully remembered. I have the honor to be, &c.

(Signed) "DAN. PRING."

Sir James L. Yeo, when transmitting a copy of Captain Pring's letter to the Admiralty, declared himself "of opinion, that there was not the least necessity for our squadron giving the enemy such decided advantages, by going into their bay to engage them; even had they been successful, it would not in the least have assisted the troops in storming the batteries; whereas, had our army taken the works first, it would have obliged the American squadron to quit the bay, and given the British a fair chance*." Sir James subsequently preferred the following charges against Sir George Prevost:—

"For having, on or about the 11th Sept. 1814, by holding out the expectation of a co-operation of the army under his command, induced Captain Downie to attack the American squadron on Lake Champlain, when it was highly imprudent to make such attack without the co-operation of the land forces, and for not having afforded that co-operation.

"For not having stormed the American works on shore at nearly the same time that the said naval action commenced, as he had given Captain Downie reason to expect.

"For having disregarded the signal for co-operation which had been previously agreed upon; and,

"For not having attacked the enemy on shore, either during the said naval action, or after it was ended, whereby his Majesty's squadron, under the command of Captain Downie, might have been saved."

Unfortunately, justice was interrupted in its course by the death of Sir George Prevost, before the demanded investigation could take place. On the 28th Aug. 1815, however, Captain Pring, and the majority of the surviving officers and men late belonging to the Lake Champlain squadron, were tried by a court-martial at Portsmouth, and the following was the sentence pronounced:—

"The Court having maturely weighed the evidence, is of opinion, that the capture of H. M. S. Confiance, and the remainder of the squadron, was principally caused by their having been urged into battle previous to

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* Official letter to J. W. Croker, Esq., dated at Kingston, 24th Sept. 1814.

20263

her being in a proper state to meet the enemy; by the promised co-operation of the land forces not being carried into effect; and by the pressing letters of their commander-in-chief, whereby it appears that he had, on the 10th Sept. 1814, only waited for the naval attack to storm the enemy's works. That the signal of approach on the following day was made, by the scaling of the guns, as settled between Captain Downie and Major Coote; and the promised co-operation was communicated to the other officers and crews of the British squadron before the commencement of the action. The Court, however, is of opinion, that the attack would have been attended with more effect, if a part of the gun-boats had not withdrawn themselves from the action, and others of the vessels had not been prevented, by baffling winds, from getting into the stations assigned them. That Captain Pring, of the Linnet, and Lieutenant Robertson, who succeeded to the command of the Confiance, after the lamented fate of Captain Downie (whose conduct was marked by the greatest valour), and Lieutenant Christopher James Bell, commanding the Murray, and Mr. James Robertson, commanding the Beresford, gun-boats, who appeared to take their trial at this court-martial, conducted themselves with great zeal, bravery, and ability, during the action; that Lieutenant William Hicks, commanding the Finch, also conducted himself with becoming bravery; that the other surviving officers and men, except Lieutenant M'Ghie, of the Chubb, who has not appeared here to take his trial, also conducted themselves with bravery; and that Captain Pring, Lieutenant Robertson, Lieutenant Hicks, Lieutenant Bell, Mr. James Robertson, and the rest of the surviving officers and ships' crew, except Lieutenant M'Ghie, ought to be most honorably acquitted; and they are hereby *most honorably acquitted* accordingly."

On the 18th of the ensuing month, Lieutenant M'Ghie was also tried, and "the Court, having heard the circumstances, determined, that the Chubb was not properly carried into action, nor anchored so as to do the most effectual service; by which neglect, she drifted into the line of the enemy: that it did not appear, however, that there was any want of courage in Lieutenant M'Ghie; and, therefore, the Court did only adjudge him to be severely reprimanded."

Captain Pring was made post, Sept. 19, 1815; and appointed to a command on Lake Erie, June 26, 1816.

Agents.—Messrs. Goode and Clarke.

FREDERICK WILLIAM BURGOYNE, Esq.

YOUNGEST son of Lieutenant-General Sir John Burgoyne, Bart. colonel of the 19th regiment of dragoons, who died in the East Indies, in 1785, by Charlotte, eldest daughter of General Johnston, of Overstone, near Northampton, and afterwards the wife of Lieutenant-General Eyre P. Trench, brother to William Earl of Clancarty.

This officer was educated at the naval academy, Portsmouth; made lieutenant in 1797; appointed to the command of the Defender gun-brig, about Feb. 1809; promoted into the Mutine, of 18 guns, Oct. 22, 1810; and afterwards successively appointed to the Tyrian, Port Mahon, and Sparrowhawk, sloops. He obtained post rank, Sept. 20, 1815.

Captain Burgoyne's only brother, Major-General Sir Montague Roger Burgoyne, represented the county of Bedford in several parliaments, and died Aug. 16, 1817.

Agent.— — M'Inerheny, Esq.

JAMES RATTRAY, Esq.

WAS made lieutenant, Mar. 24, 1807; promoted to the rank of commander, Feb. 1, 1812; and posted, Sept. 20, 1815. He married, June 2, 1828, Emily, third daughter of the late John Vivian, of Portland Place, London, and Chaverton, co. Somerset, Esq.

JOHN ALLEN (*b*), Esq.

WAS made lieutenant, Sept. 14, 1807; commander, Feb. 4, 1814; and post-captain, Sept. 20, 1815.

Agent.—J. Hinxman, Esq.

WILLIAM HENDERSON, Esq.

Nephew to Captain David Willmott, R. N. an officer of the highest reputation, who greatly distinguished himself on many important occasions, was eight times wounded in battle, and at last fell, assisting in the glorious defence of St. Jean d'Acre, April 8th, 1799*.

It was about this period, that Mr. Henderson first embarked as a midshipman, for the purpose of joining his uncle, then commanding the Alliance 20, under the orders of Earl St. Vincent, whose respect for the character of that gallant officer was so great, that he spontaneously took the nephew under his protection, and continued his friendship to him during the remainder of his valuable life.

In May 1802, Mr. Henderson was paid off from the Ville de Paris 110, late flag-ship of Earl St. Vincent; and we immediately afterwards find him joining the Belleisle 74, Captain John Whitby; in which third-rate he also served under Captain (now Sir William) Hargood, and bore a part at the ever memorable battle of Trafalgar, Oct. 21, 1805. On that occasion, the Belleisle had 2 lieutenants and 31 men killed, 93 wounded, her bowsprit and all three lower-masts shot away, both sides of her hull terribly mauled, and every boat, except one, destroyed†. After the tremendous conflict, she was in a very perilous situation, and narrowly escaped being wrecked, both off Trafalgar and Tariffa, but by uncommon exertions she escaped destruction, and with great difficulty reached Gibraltar.

On Earl St. Vincent hoisting the union flag, as commander-in-chief of the Channel fleet, in Mar. 1806, Mr. Henderson again joined his patron; and, on the 26th of the same month, being then in the Hibernia 110, was appointed acting lieutenant of the Niobe frigate, Captain John Wentworth Loring; under whom he assisted at the capture of le Néarque, French

* See Vol. I. Part I. note at p. 301.

† See Suppl. Part III. pp. 184—186.

national brig, of 16 guns and 97 men*. His appointment was confirmed by the Admiralty, April 11, following.

Early in Mar. 1809, the French troops under Marshal Soult having entered the province of Tras los Montes, in Portugal, occupied the town of Chaves, and proceeded on their march towards Oporto; the Niobe, then at Lisbon, took on board a quantity of arms, ammunition, &c. and hastened with them to the entrance of the Douro. On her arrival off that river, Lieutenant Henderson was sent up to the city with despatches for the governor, and to superintend the landing of those supplies. This was on the 25th March. Next day the enemy appeared, and reconnoitred the defences of the city. On the 27th and 28th, he attacked them, and was each time repulsed; but on the 29th, owing to the mistrust of the Portuguese in their officers, he succeeded in forcing their lines, and entered the town with little loss. The scene of murder, rapine, and plunder, which ensued, is not to be described; suffice it to say, that the streets were covered with the unfortunate victims of a ruthless conqueror.

In the meanwhile, a gale of wind had compelled the Niobe to slip her cable and put to sea; while a heavy surf on the bar prevented Lieutenant Henderson from re-crossing it, and forced him to become a prisoner. He was then placed in close confinement, and ultimately obliged to accompany the French in their forced retreat towards Gallicia.

On the 16th May, 1809, being then about two leagues west of Amaranta, Lieutenant Henderson was fortunate enough to effect his escape; and after surmounting great difficulties, and enduring seyere privations, he at length got back to Oporto; from whence he returned home in the Nautilus brig, Captain Thomas Dench, whom he found on the point of sailing, with Sir Arthur Wellesley's despatches, announcing the defeat of Marshal Soult, and the capture of a fourth of his army, with all his artillery and baggage†.

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* See Vol. II. Part II. p. 547.

† The passage of the Douro, May 12, 1809, has justly been reckoned among the most brilliant exploits of this great general.

On the 27th of the ensuing month, Lieutenant Henderson was appointed first of the Active frig[illegible] Captain (now Sir James A.) Gordon, under whom he serve[illegible] principally in the Adriatic, until Aug. 1, 1811. During that period, he assisted at the capture and destruction of many of the enemy's vessels; and bore a part in one of the most severe and brilliant actions that has ever been recorded*. For his gallant conduct at the battle off Lissa, which is spoken of by Captain Gordon "in the warmest terms," he was advanced to the rank of Commander, immediately the intelligence reached England, and his commission dated back to the day on which that victory was so nobly achieved.

On the 27th July, 1811, the boats, small-arm men, and marines of the Active, the whole under the command of Lieutenant Henderson, who had not yet been informed of his promotion, were detached by Captain Gordon, to attack a convoy which had ran above the island of Ragosniza, and taken shelter in a creek on the main. From the narrowness of the entrance, and three gun-vessels protecting it, with about 150 armed men on each point, Lieutenant Henderson was induced to land in the night, in order to take possession of a hill which appeared to command the creek, leaving the boats, under Lieutenant James Gibson, to push for the gun-vessels the moment a concerted signal was made from the top of the hill.

On Lieutenant Henderson and his party gaining the summit, after dislodging several soldiers who fired upon them during their ascent, he found himself immediately above the gun-vessels and 28 sail of merchantmen; he then made the signal for the boats to advance, and at the same time descended the hill, exposed to the fire of one gun-vessel and some soldiers; but the attack was so well planned, and so gallantly executed, that his party had only time to fire two vollies into the vessels before they were boarded. The enemy, finding themselves attacked so warmly, then fled in all directions, leaving behind them a number of killed and wounded. The guns were immediately turned on the fugi-

* See Vol. II. Part II. p. 939.

tives, and the whole convoy taken possession of; 21, including the gun-vessels, were brought out, and all the others burnt. In the performance of this dashing service, the British had not a man killed, and only four wounded. Captain Gordon, in his official account of the enterprise, says:

"Lieutenant Henderson, *whose gallant conduct on this and many other occasions since the ship has been employed in the Adriatic, makes it a duty incumbent upon me to recommend him in the strongest manner to the commander-in-chief*, speaks in the highest terms of the assistance he received from Lieutenant George Haye, who, though an invalid, very handsomely volunteered, Lieutenant Mears, R. M. and Mr. Charles Friend, master's-mate, who landed with him. Lieutenant Gibson, who gallantly led the boats to the attack, speaks in praise of every officer, whose names I beg leave to state to you, as I trust you will recommend them to the notice of the commander-in-chief:—Messrs. Henry Padon Lew, Redmond Moriarty, Norwich Duff, William Simpkins, Joseph Cammilleri, Nathaniel Barwell, Charles Bentham, George Moore, William Wood, and William Todd Robinson, all midshipmen.

"I am informed by the prisoners, and several persons I have just seen, that the convoy arrived at Ragosniza the evening before, chiefly laden with grain for the garrison at Ragusa, and were defended on shore by 300 armed men, which, considering the force opposed to a ship's boats, is a proof that every officer and man did his duty, like a British seaman."

On leaving the Active, Captain Henderson proceeded to Malta, from whence he sailed for England, in the Pomone frigate, Captain Robert Barrie: he was consequently wrecked in that ship, on a sunken rock, near the Needles Point, Oct. 14, 1811.*

This officer's next appointment was in April 1812, to the command of the Rosario brig, on the Downs station. In May 1813, he conveyed the heroic Duke of Brunswick Oels from Harwich to the Elbe, and was recommended by his Serene Highness to the favorable notice of the Admiralty.

On the 7th of the ensuing month, Captain Henderson was removed to the Dasher sloop; and in October following he accompanied the outward bound trade to the Leeward Islands, Surinam, Berbice, and Demerara.

The Dasher formed part of the squadron under Sir Philip

* See Vol. II. Part II. p. 727.

C. Durham, at the reduction of Guadaloupe, in Aug. 1815*; and was paid off by Captain Henderson, May 16, 1816. It is here deserving of remark, that during the time she was in the West Indies, a period of two years and a half, she did not lose a single man from the effects of the climate; so zealously attentive were her commander and his officers to the comfort of her crew.

Captain Henderson's post commission bears date Oct. 9, 1815. He married, in June, 1817, the second daughter of John Henderson, Esq. many years secretary to the late Admiral Lord Bridport, and sister to Captain George Henderson, R. N. He formerly had three brothers in the same service, viz. *John*, a Lieutenant, and commander of the Maria schooner, stationed at the Leeward Islands, which vessel foundered with all her crew, in a hurricane, about Oct. 16, 1807†: *Benjamin W.*, admiralty midshipman of the Leven, who died on board that ship's tender, in Delagoa bay, whilst employed in surveying the east coast of Africa, in March 1823; and *Richard Willmott*, who obtained the rank of Lieutenant, May 26, 1823, and is now serving as first of the Gloucester 74, in the Mediterranean‡.

JOHN HILL, Esq.

This officer has been principally employed under the Transport and Victualling Boards. He was made commander, Oct. 8, 1798; promoted to post rank, Oct. 28, 1815; and appointed to superintend the victualling department at Deptford, in 1820.

FRANK GORE WILLOCK, Esq.

Is a native of the West Indies, and was a midshipman on

* See Vol. I. Part II. pp. 454 and 868 *et seq.*

† See Suppl. Part II. p. 409.

‡ The Leven's tender, out of a complement of 20 persons, lost 14 by deaths in the short space of three months.

board the Donegal 74, in Sir John T. Duckworth's action, off St. Domingo, Feb. 6, 1806*. He obtained the rank of lieutenant, June 12, 1807; was made commander, March 4, 1811; and posted, Nov. 24, 1815.

Agent.—Sir F. M. Ommanney.

JOHN CARTER, Esq.

Was made commander, into the Hyacinth sloop, Aug. 22, 1809; appointed to the Orestes brig, in Aug. 1811; and removed to the Thracian, March 23, 1812. On the 7th Feb. 1814, he captured l'Emile French privateer, of 14 guns and 42 men, on the Downs station. His post commission bears date Dec. 7, 1815.

DANIEL ROSS, Esq.

Was made lieutenant, May 12, 1799; promoted to the command of the Ariel sloop, Aug. 7, 1810; and posted, Feb. 9, 1816. He died in 1827.

HENRY MEYNELL, Esq.

Son of the late Hugo Meynell, Esq. by a sister to the Dowager Marchioness of Hertford. He obtained the rank of lieutenant, Nov. 8, 1809; commanded the boats of the Theban frigate, Captain S. T. Digby, at the capture of a French merchant brig, lying aground under two batteries, near Dieppe, Feb. 2, 1811; was made commander, Aug. 24, 1813; and posted into the Newcastle 60, bearing the flag of Sir Pulteney Malcolm, at St. Helena, April 10, 1816.

Captain Meynell's mother was accidentally killed, in Aug. 1817.

Agents.—Messrs. Maude and Co.

* See Vol. I. Part II. p. 594.

ARTHUR PHILIP HAMILTON, Esq.

Obtained a lieutenant's commission April 28, 1807; and commanded a detachment of seamen, belonging to the Caledonia 120 (bearing the flag of Sir Harry Neale), Valiant 74, and Armide frigate, at the capture and destruction of three French transport brigs, which had sought shelter under a battery upon Point du Ché, near Rochelle, Sept. 27, 1810. The official account of this "well-conducted, gallant, and successful attack," will be found in the Nav. Chron. Vol. 24, p. 422 *et seq.* His promotion to the rank of commander took place on the 21st of the following month. He was appointed to the Ceylon troop-ship, Nov. 6, 1813; and posted May 31, 1816.

Captain Hamilton married in 1828, Caroline, only child of the late Lieutenant-Colonel Cook, of Chingford, co. Essex.

Agent.—Sir F. M. Ommanney.

DANIEL LAWRENCE, Esq.

Entered the navy in 1798; and served as midshipman on board the Cynthia sloop, Captain Micajah Malbon, in the expedition to Holland, Quiberon, Ferrol, and Egypt. His first commission bears date May 19, 1808*. We subsequently find him in the Heureux brig, Captain William Coombe, stationed at the Leeward Islands.

On the 28th Nov. 1808, Captain Coombe (who had previously lost a leg in action†) received information that seven French vessels, some laden and ready for sea, were lying under the protection of two batteries, in the harbour of Bay Mahaut. Thinking it practicable to cut them out, and having a good pilot, as well as a person to guide his men to the enemy's works, he immediately resolved upon conducting the enterprise in person, and accordingly prepared three boats

* Captain M. Malbon died agent for prisoners of war, at Stapleton, in 1813.

† See Vol. II. Part I. p. 353.

for the attack, which took place just after the setting of the moon, on the morning of the 29th.

We should here state, that the boats had to row for about six hours before they arrived in the vicinity of the enemy's vessels. At 4 A. M. they dashed on; and, after a few minutes of desperate fighting, their gallant leader, with 19 men, boarded and carried a schooner of two guns and 39 men. In the meanwhile, Lieutenant Lawrence, Mr. Daly, purser, and the remainder of the party, landed and spiked three 24-pounders in the batteries. Having accomplished this, they boarded a brig; but, before either of the prizes could be removed, the shore was lined with musketry, and three field-pieces brought to bear upon them. In their way out, they unfortunately grounded, and thus became fixed objects for the enemy's fire. Finding it impossible to get them afloat, and day-light appearing, Captain Coombe was in the act of abandoning them, when a 24-pound shot struck him on the left side, and he almost instantly expired, exclaiming, when asked by Lieutenant Lawrence if he had any commands, "No, I have nothing to say to any one in the world; I die contented; I die for my country!" The boats did not get out of the range of shot until nearly 6 o'clock.

On this occasion, Lieutenant Lawrence was wounded by a musket-ball, just above the wrist. Having distinguished himself in various other boat attacks, he was promoted to the rank of commander, as soon as he had served the time necessary to render him eligible; his commission consequently bears date May 19, 1810.

This officer's next appointment was, May 28, 1814, to the Alceste 38, armed *en flûte*, which ship he commanded in the expedition against New Orleans, where he received the thanks of Sir Alexander Cochrane for his active and zealous services. He was advanced to post rank (on paying off the Weser troop-ship, in which he had served at the Leeward Islands), Sept. 2, 1816.

Captain Lawrence has two brothers in the royal marine-artillery, both of whom served with great credit in that corps, during the late war between Great Britain and America.

Agent.—J. Woodhead, Esq.

ROBERT HENLEY ROGERS, Esq.

Is supposed to be descended from the Rev. John Rogers, Prebendary of St. Paul's, who was burnt in Smithfield, Feb. 4, 1555, the first martyr in Queen Mary's reign, and the precursor of other daring and noble spirits, who loved truth more than they feared the flames.

Captain Rogers is a son of the late Sir Frederick Lemon Rogers, Bart. M. P. for Plymouth; whose father was Commissioner of H. M. yard at Devonport.

He was born at Blachford house, near Plymouth, in Aug. 1783; and appears to have entered the naval service, as midshipman on board la Virginie frigate, Captain Anthony Hunt, in 1797. After leaving that ship, he successively served in the Suffolk 74, Victorious 74, and Orpheus 36, on the East India station. He was made lieutenant in Feb. 1803; promoted to the rank of commander, Feb. 1, 1812; appointed to the Dover troop-ship, July 30, 1814; and posted, Sept. 2, 1816. His eldest brother is the present Sir John Lemon Rogers; another is major of the 2d dragoon-guards; and his sisters are the widows of Colonel Templer, of the 10th dragoons, and the Rev. R. Strode, of Newnham Park, near Plymouth.

Agents.—Messrs. Maude and Co.

GEORGE BENTHAM, Esq.

Knight of the Royal Sardinian Military Order of St. Maurice and St. Lazarus.

Son of Lieutenant-General William Bentham, R. A.

This officer entered the navy in 1799; and served the whole of his time, as midshipman, under the late Lord Gardner, in the Ruby 64, Resolution 74, and Hero of similar force. The latter ship formed part of the fleet under Sir Robert Calder, at the capture of two Spanish line-of-battle ships, July 22, 1805; and sustained a loss of 10 killed and 51 wounded in

Sir Richard J. Strachan's action with Mons. Dumanoir le Pelley, on the 4th Nov. following *.

Mr. Bentham's first commission bears date Dec. 24, 1805; between which period and Aug. 1810, he successively served in the Hero, Temeraire 98, Bellerophon 74, Pallas 36, and Amelia 38. On the 19th June, 1809, he assisted in storming a Russian land battery, of 4 long 24-pounders, garrisoned by 103 men †.

In the autumn of 1810, Mr. Bentham, then flag-lieutenant to Lord Gardner, at Yarmouth, was appointed, by his early friend and patron, acting commander of the Briseis brig, mounting 8 eighteen-pounder carronades and 2 long sixes, with a complement of 75 officers, men, and boys. On the 16th Oct. he addressed an official letter to that officer, of which the following is an extract:

"His Majesty's sloop fell in with an enemy's schooner, at noon on the 14th instant, 80 miles W. by S. of Horn Reef, and, after an anxious chase of eight hours, we succeeded in bringing her to action, which she maintained with determined desperation for an hour, most part of the time the vessels touching. The severe loss on both sides speaks for itself, the enemy before he surrendered having 8 men killed and 19 wounded; and, I lament to say, 4 have been killed, and 11 badly wounded, on board the Briseis. The prize proves to be the French privateer Sans Souci, of 10 twelve-pounder (carronades) and 4 long 2-pounders, with a complement of 55 men."

On receiving the report of this capture, the Admiralty confirmed Capt. Bentham's appointment to the Briseis, by commission dated back to the day of the action. His subsequent appointments were, in Dec. 1812, to the Urgent, of 12 guns; Oct. 7, 1813, to the Carnation 18; Nov. 29, 1815, to the North Star 20, on the Jamaica station; and July 6, 1816, to the Heron; which latter sloop was attached to the squadron under Lord Exmouth, at the memorable battle of Algiers ‡. The order of St. Maurice and St. Lazarus was conferred upon her commander, in consequence of his having been selected to carry from thence a large sum of money reclaimed by the King of Sardinia.

* See Vol. I. Part I. p. 289. † See Commander ROBERT PILCH.
‡ See Vol. I. Part I. p. 227.

Captain Bentham's post commission bears date Sept. 16, 1816. He married, June 7, 1827, Emma Pellew, daughter of the Rev. John Parker, and niece to Admiral Viscount Exmouth.

Agents.—Messrs Maude and Co.

WILLIAM KEMPTHORNE, Esq.

This officer's father and maternal grandfather were both commanders in the Falmouth packet service: the name of the latter was Goodridge.

Mr. W. Kempthorne is a native of Penryn, co. Cornwall. He entered the navy in 1795, and served the whole of his time, as midshipman, under Sir Edward Pellew, now Viscount Exmouth. He was consequently present at the capture and destruction of many French men of war, privateers, and merchant vessels. Among the former were l'Unité and la Virginie frigates, and les Droits de l'Homme, a ship of 80 guns *. At the age of 16 years, he was taken by the republicans, carried into Rochelle, and there confined in the same prison as the common malefactors. After a captivity of six weeks, however, he had the good fortune to effect his escape, in company with Mr. Henry Gilbert, another Cornish youth; and in the course of a few days more was again safe on board the Indefatigable. His promotion to the rank of lieutenant took place in 1800.

We next find Mr. Kempthorne proceeding with Sir Edward Pellew, in the Culloden 74, to the East Indies, where he was appointed first lieutenant of the Cornwallis frigate, in 1805. He subsequently obtained the command of the Diana brig, mounting 10 twelve-pounder carronades, in which vessel he sailed from Bombay, on his first cruise, victualling only 26 officers and men, in May, 1807. On the 8th Aug. following, while heading his jolly boat's crew in an attack upon the Topaze, an American piratical schooner, near Macao, he

* See Vol. I. Part I. pp. 216—219.

was knocked overboard, badly wounded in the head and back by boarding pikes, notwithstanding which he renewed the attempt as soon as a 6-oared cutter arrived to his assistance, and at length succeeded in obtaining possession. The schooner had on board 29 stout fellows, of whom several, including the captain of the gang, were killed and wounded. Three of the Diana's people received severe wounds, but fortunately not a man was slain. The Topaze was subsequently condemned as lawful prize.

On the 6th Aug. 1808, Lieutenant Kempthorne ran alongside of, and captured, a Dutch national brig, mounting 6 long 6-pounders, lying at anchor near the fort of Serookie, on the north side, and near the eastern end of Java. This vessel had on board a number of brass guns, intended to strengthen the defences of Sourabaya.

Towards the close of the same year, when Rear-Admiral Drury made a demonstration of attacking Canton, in order to enforce some demands on the Chinese government, Lieutenant Kempthorne proceeded up Junk river, with a prize brig and the East India Company's cruiser Discovery under his orders, and effectually blockaded that city until the enterprise was abandoned.

The Diana and Discovery were afterwards sent to Manilla, to procure the release of the officers and crew of the Greyhound frigate, Captain the Hon. William Pakenham, recently wrecked on the coast of Luconia. On their return to India, they fell in with two French frigates, the Canoniere and Laurel, off Pulo Aor, from whence they were chased down to the straits of Sincapore. The Diana having thrown her guns overboard, escaped in the night, through a narrow channel near Point Romania; but the Discovery, in which vessel Captain Pakenham had embarked, was taken *. In consequence of Lieutenant Kempthorne's escape, the enemy thought it prudent to quit their cruising ground, which was soon afterwards passed over by a valuable fleet of country ships, under the

* See Captain PERCY GRACE.

protection of la Dedaigneuse, a frigate very inferior in force to either the Canoniere or her consort.

On the 11th Sept. 1809, the Diana, then mounting 10 long 6-pounders, with a complement of 45 men and boys, captured, after an action of one hour and ten minutes, the Dutch national brig Zephyr, of 14 long sixes, near the north end of Celebes. In this affair, she sustained no damage of the least consequence, and had not a single person hurt: the Zephyr, on the other hand, was much cut up in masts and rigging; and, out of a crew of 45, had twelve or thirteen men killed and wounded. Among the former was her first lieutenant.

Whilst employed in the eastern seas, Lieutenant Kempthorne made several important hydrographical discoveries, one of which, an extensive and dangerous patch of coral, to the southward of the Natuma islands, he named after his little vessel.

The Diana being at length worn out, was condemned by survey, and laid up at the island of Rodrigues, in May, 1810. The late Mr. Steel, in his navy lists of that period, described her as a vessel wrecked, which, we are told, had the effect of retarding Lieutenant Kempthorne's promotion, until April 3, 1811.

This officer's subsequent appointments were, Nov. 11, 1813, to the Harlequin sloop; July 2, 1816, to the Beelzebub bomb; and Aug. 29, (two days after the battle of Algiers,) to act as captain of the Queen Charlotte 108, bearing the flag of his early patron. During that sanguinary conflict, on which occasion he commanded the division of bombs, his own large mortar was fired once in every ten minutes. He obtained post rank Sept. 16, 1816; and continued to command the Queen Charlotte until she was put out of commission.

ARTHUR FANSHAWE, Esq.

Youngest son of the late Commissioner Fanshawe, whose services we have recorded at p. 49 *et seq.* of Vol. II. Part I.

This officer was made lieutenant, April 22, 1813; commander, Oct. 2, 1815; and posted, while acting as captain of the Meander frigate, Oct. 17, 1816. He married, Aug. 10, 1820, Margaret, third daughter of the late Hon. Sir John Wilson, one of the Judges of H. M. Court of Common Pleas, and daughter-in-law of Rear-Admiral Griffith, now Colpoys, whose flag-ship, the Newcastle 60, he then commanded on the Halifax station. He was put out of commission January 16, 1822, since which period he has not been employed.

Agent.—John Chippendale, Esq.

JAMES ARTHUR MURRAY, Esq.

Son of the late Right Hon. Lord William Murray, and nephew to the present Duke of Athol. Was made lieutenant, Sept. 25, 1809; and subsequently appointed to the Unicorn 32, the surgeon of which frigate was sentenced, by a court-martial, to imprisonment in the Marshalsea, for assaulting him at the officers' mess table. He afterwards joined the America 74, Captain Josias Rowley; and was promoted to the rank of commander, Dec. 6, 1813. His subsequent appointments were, May 14, 1816, to the Griffin brig; Nov. 15 following, as post-captain, to the Spey, of 20 guns, on the St. Helena station; and, Aug. 14, 1824, to the Athol 28, in which ship he returned home, after a three years' service on the coast of Africa, in the East Indies, and in the Persian Gulph, Sept. 30, 1827.

In March 1818, Captain Murray was tried by a court-martial, at the instance of Rear-Admiral Plampin, for neglecting to supply the island of Ascension, and H. M. late sloop Julia*, with necessary stores. The charges against him were not proved, and he was consequently acquitted. He married, in Dec. 1821, Harriett, youngest daughter of the late William Coupland, of St. Mary's, Shrewsbury, Esq.

Agent.—J. P. Muspratt, Esq.

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* See Captain Jenkin Jones.

WILLIAM HILL, Esq.

A son of the Rev. John Hill; born at Hennock, near Chudleigh, Devon, Nov. 23, 1783.

This officer entered the navy in Jan. 1795; and was a midshipman on board the Colossus 74, commanded, *pro tempore*, by Captain John Monkton, in Lord Bridport's action off l'Orient, on which occasion that ship had 5 men killed and 30 wounded *. He subsequently proceeded to the West Indies, with his first patron, Sir Charles Morice Pole, Bart., in the Carnatic 74 †. We next find him in the Diligence brig, Captain Charles B. H. Ross, which vessel was wrecked on the Honda bank, near Cuba, in Sept. 1800. His first commission bears date April 11, 1803, previous to which he had been wounded in the right arm and side, while acting as lieutenant of the Rattler sloop, Captain J. M. Spread, on the Jamaica station.

Mr. Hill returned to England, in the Vanguard 74, after an absence of nearly nine years, during which time he was very frequently employed in boat service. He then joined the Achille 74, Captain Richard King, under whom he bore a part at the glorious battle of Trafalgar ‡.

His last appointment, as lieutenant, was to the Amethyst 42, Captain Michael Seymour, in which ship he assisted at the capture of la Thetis and le Niemen, French frigates of the largest class, full of men, Nov. 10, 1808, and April 6, 1809 §. Being the senior officer of that rank in the latter action, he was immediately afterwards promoted, and his commission dated back to the day on which it was fought. From Sept. 1812 until March 1819, he successively commanded the Rolla and Bacchus brigs, the Conway 24, and Towey of similar force, in the North Sea, Bay of Biscay, and South America, at the Leeward Islands, and on the East India station. His advancement to post rank took place Dec. 12, 1816.

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* See Vol. II. Part I. p. 15.

† See Vol. I. Part I. note at p. 90.

‡ See Vol. I. Part II. p. 547.

§ See Vol. II. Part I. p. 295 *et seq.*

Captain Hill married, in 1810, Miss Upton, of Cheriton-Bishop, co. Devon, by whom he has several children. One of his brothers is a Lieutenant-Colonel in the army, and a C. B.; another perished in a tender belonging to the Minotaur 74, during the Egyptian expedition; and a third, Frederick Carne Hill, is a Lieutenant, R. N.

Agent.—T. Collier, Esq.

WILLIAM SUMNER HALL, Esq.

Was made a lieutenant in 1801; commander, May 18, 1806; and post-captain, Jan. 1, 1817.

RICHARD HENRY MUDDLE, Esq.

Harbour Master at Demerara and Essiquibo.

Was made lieutenant, July 23, 1803; commander, May 22, 1806; and post-captain, Jan. 1, 1817. He married, while commanding the Comet sloop, in 1809, Miss Coote, niece to the chief magistrate of St. John's, Newfoundland.

Agents.—Messrs. Stilwell.

THOMAS RENWICK, Esq.

Was made lieutenant in 1797; commander, Sept. 25, 1806; and post-captain, Jan. 1, 1817.

THOMAS YOUNG, Esq.

Was born in Berkshire, in 1784. He entered the navy in Sept. 1795; and served the whole of his time, as midshipman and lieutenant, under Sir Edward Thornbrough, in the Robust 74, Formidable 98, and various other ships. His first commission was signed in Oct. 1801; and his promotion to the rank of commander took place Nov. 5, 1806. From this

period, he successively commanded the Curlew and Snake sloops, the Trent frigate, armed *en flûte*, bearing the flag of Sir Edward Thornbrough, and the Redwing brig, on the Downs, North Sea, Leith, Irish, Portsmouth, and Leeward Islands stations, until the conclusion of the war, in 1815. He obtained post rank Jan. 1, 1817. Captain Young married, first, in 1812, Mary, third daughter of the late Sir Edwin Jeynes, of Gloucester, and sister to Lady Thornbrough: secondly, to Anna Maria, daughter of the late Rev. C. Sturges, of St. Mary's, Reading.

JOHN PARISH, Esq.

Was senior lieutenant of the Arethusa, Captain (now Sir Charles) Brisbane, at the capture of the Pomona Spanish frigate, near the Havannah, Aug. 23, 1806; and at the conquest of Curaçoa, Jan. 1, 1807 *. Previous to the latter event, a commission had been signed by the Admiralty, promoting him to the rank of commander. His subsequent appointments were to the Onyx and Foxhound, brigs. He was made post, Jan. 1, 1817.

Captain Parish married, Mar. 28, 1815, the only daughter of the late John Craig, of Finsbury, Esq.

JOHN BRADLY, Esq.

Was made commander, Nov. 28, 1806; and post-captain, Jan. 1, 1817.

HENRY HIGMAN, Esq.

Obtained the rank of lieutenant, Sept. 3, 1803; and was wounded while serving as second of the Arethusa, Captain (now Sir Charles) Brisbane, in action with the Pomona

* See Vol. I. Part II. p. 738 *et seq.*

Spanish frigate, near the Moro castle, Aug. 23, 1806. He was made commander in consequence of the capture of Curaçoa, by commission dated Feb. 23, 1807; and afterwards successively appointed to the Rattler, Gluckstadt, Fly, and Brisk, sloops of war. The Fly he had the misfortune to lose, by her striking on a reef near the island of Anholt, Feb. 29, 1812. His promotion to post rank took place Jan. 1, 1817; the anniversary of the above conquest.

Agent.—J. Hinxman, Esq.

WILLIAM RAMAGE, Esq.

Was originally before the mast. We first find him serving on board the Iris frigate, Captain George Lumsdaine, in May, 1793. He obtained a commission, Mar. 14, 1799; and subsequently served as signal and flag-lieutenant to Earl St. Vincent. His promotion to the rank of commander took place Mar. 23, 1807; and he was posted, while commanding the Cherokee brig, Jan. 1, 1817. He died in Jan. 1828.

EDWARD O'BRIEN DRURY, Esq.

Was made lieutenant in 1801; and promoted to the rank of commander, for his gallant conduct while serving as second of the Hydra frigate, Captain George Mundy, in 1807 *. His post commission bears date Jan. 1, 1817.

GEORGE HEWSON, Esq.

Received his first commission in 1795; obtained the rank of commander, Oct. 13, 1807; and lost la Flêche sloop, off the mouth of the river Elbe, May 24, 1810. He subsequently commanded the Coquette, and was removed from

* See Vol. II. Part I. p. 337 *et seq.*

her to the Griffon brig, in June, 1814. His promotion to post rank took place Jan. 1, 1817.

Captain Hewson married, in 1808, Miss Marshall, of Great Grimsby.

Agents.—Messrs. Cooke, Halford, and Son.

ALEXANDER M'VICAR, Esq.

Is a native of Leith. He was made lieutenant in 1798, and commander, Oct. 13, 1807; appointed to the Apelles brig, Mar. 8, 1813; and posted, Jan. 1, 1817.

ALEXANDER RENNY, Esq.

Was made commander, Oct. 13, 1807; and appointed to the Trinculo brig, Oct. 22, 1810.

On the 1st and 2d Oct. 1811, a court-martial was held, in Sheerness harbour, for the trial of Captain Renny, upon charges exhibited against him by Mr. John Hill, late first lieutenant of the Trinculo; *viz.* repeated drunkenness, and a flagrant breach of the 10th, 12th, and 13th articles of war*. The following is a transcript of an attested copy of the sentence:

"The Court having heard the evidence produced in support of the charges, as well as what the prisoner had to offer in his defence, and having very maturely and deliberately weighed the whole and every part thereof, is of opinion that the charges are not proved; and does, therefore, most fully and most honorably acquit Alexander Renny, Esq. commander of H. M. sloop Trinculo, of all and every part thereof. And Alexander Renny, Esq. &c. is hereby most fully and most honorably acquitted of all and every part of the charges accordingly.

"The Court is at a loss for an expression sufficiently strong to mark the sense it feels of this prosecution, which has disclosed a scene of malice, perversion of facts, and total insubordination, which cannot be too strongly deprecated."

On the 18th and 19th of the same month, a Mr. Croke,

* Implying cowardice.

late acting lieutenant of the Trinculo, was tried for contempt; for unofficer-like conduct to a centinel, while he himself was under arrest; for making use of improper language in the gun-room; and for being one of a combination against Captain Renny. The Court decided, that he was guilty of the first two charges alleged against him, but acquitted him of the latter: he was consequently adjudged to be incapable of receiving promotion for two years, and admonished to be more circumspect in his conduct for the future.

In Feb. following, Lieutenant Cornelius Lascelles, likewise of the Trinculo, was tried in the same port, for a violation of the 23d and 27th articles of war, and for conspiring against his commander. The whole of these charges being proved, he was sentenced to be dismissed from the naval service, and rendered incapable, for ever, of serving his Majesty.

Captain Renny obtained post rank, Jan. 1, 1817; and died at Paris, June 13, 1825.

JOHN LAWRENCE, Esq.

A Companion of the Most Honorable Military Order of the Bath.

This mark of distinction was conferred upon Captain Lawrence for his gallant and zealous services, while commanding the Fantome brig, under the immediate orders of Rear-Admiral (now Sir George) Cockburn, whose flag we find flying on board that vessel, in April, 1813. The following is a copy of the Rear-Admiral's official letter to Sir John B. Warren, detailing his operations against the Americans, at the commencement of the ensuing month:

"*H. M. S. Maidstone, at anchor off Turkey Point, 3d May*, 1813.

"Sir,—I have the honor to inform you, that whilst anchoring the brigs and tenders off Spesucie island, agreeable to my intentions, notified to you in my official report of the 29th ultimo*, I observed guns fired, and American colours hoisted at a battery lately erected at Havre-de-Grace, at the entrance of the Susquehanna river. This of course, immediately gave to

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* See Captain Sir George A. Westphal.

the place an importance which I had not before attached to it; and I therefore determined on attacking it after the completion of our business at the island. Having sounded in the direction towards it, and found that the shallowness of water would only admit of its being approached by boats, I directed their assembling under Lieutenant Westphal, first of the Marlborough, last night at 12 o'clock, alongside the Fantome, when our detachments of marines, consisting of about 150 men, under Captains Wyborn and Carter, with a small party of artillery-men, under Lieutenant Robertson, embarked in them, and the whole being under the immediate direction of Captain Lawrence, of the Fantome, who with much zeal and readiness took upon himself, at my request, the conducting of this service, proceeded towards Havre, to take up, under cover of the night, the necessary positions for commencing the attack at dawn of day. The Dolphin and Highflyer tenders, commanded by Lieutenants Hutchinson and Lewis, followed for the support of the boats, but the shealness of the water prevented their getting within 6 miles of the place. Captain Lawrence, however, having got up with the boats, and very ably and judiciously placed them during the dark, a warm fire was opened on the place at daylight from our launches and rocket-boats, which was smartly returned from the battery for a short time; but the launches constantly closing with it, and their fire rather increasing than decreasing, that from the battery soon began to slacken; and Captain Lawrence observing this, very judiciously directed the landing of the marines on the left, which movement, added to the hot fire they were under, induced the Americans to commence withdrawing from the battery, to take shelter in the town. Lieutenant G. A. Westphal, who had taken his station in the rocket-boat close to the battery, therefore now judging the moment to be favourable, pulled directly up under the work, and landing with his boat's crew, got immediate possession of it, turned their own guns on them, and thereby soon obliged them to retreat with their whole force to the furthest extremity of the town, whither (the marines having by this time landed) they were closely pursued, and no longer feeling themselves equal to a manly and open resistance, they commenced a teazing and irritating fire from behind the houses, walls, trees, &c. from which I am sorry to say, my gallant first lieutenant received a shot through his hand whilst leading the pursuing party; he, however, continued to head the advance, with which he soon succeeded in dislodging the whole of the enemy from their lurking places, and driving them from shelter to the neighbouring woods, and whilst performing which service, he had the satisfaction to overtake, and with his remaining hand to make prisoner, and bring in, a captain of their militia. We also took an ensign and some armed individuals; but the rest of the force which had been opposed to us, having penetrated into the woods, I did not judge it prudent to allow of their being further followed with our small numbers; therefore after setting fire to some of the houses, to cause the proprietors (who had deserted them, and formed part of the militia who had

fled to the woods,) to understand and feel what they were liable to bring upon themselves, by building batteries and acting towards us with so much useless rancour, I embarked in the boats the guns from the battery, and having also taken and destroyed about one hundred and thirty stand of small arms, I detached a small division of boats up the Susquehanna, to take and destroy whatever they might meet with in it, and proceeded myself with the remaining boats under Captain Lawrence, in search of a cannon foundry, which I had gained intelligence of, whilst on shore in Havre, as being situated about three or four miles to the northward, where we found it accordingly, and getting possession of it without difficulty, commenced instantly its destruction, and that of the guns and other materials we found there, to complete which occupied us during the remainder of the day, as there were several buildings and much complicated heavy machinery attached to it. It was known by the names of the Cecil or Principio Foundry, and was one of the most valuable works of the kind in America; the destruction of it, therefore, at this moment, will, I trust, prove of much national importance.

"In the margin I have stated the ordnance taken and disabled by our small division this day*, during the whole of which we have been on shore in the centre of the enemy's country, and on his high road between Baltimore and Philadelphia. The boats which I sent up the Susquehanna, returned after destroying five vessels in it, and a large store of flour; when, every thing being completed to my utmost wishes, the whole division reembarked and returned to the ships, where we arrived at ten o'clock, after being twenty-two hours in constant exertion, without nourishment of any kind; and I have much pleasure in being able to add, that, excepting Lieutenant Westphal's wound, we have not suffered any casualty whatever.

"The judicious dispositions made by Captain Lawrence, of the Fantome, during the preceding night, and the able manner in which he conducted the attack of Havre in the morning, added to the gallantry, zeal, and attention shewn by him during this whole day, most justly entitle him to my highest encomiums and acknowledgments, and will, I trust, ensure to him your approbation; and I have the pleasure to add, that he speaks in the most favourable manner of the good conduct of all the officers and men employed in the boats under his immediate orders, particularly of Lieutenants Alexander and Reed, of the Dragon and Fantome, who each commanded a division; of Lieutenant G. A. Westphal, whose exemplary and gallant conduct it has been necessary for me already to notice in detailing to you the operations of the day; I shall only now add, that from a thorough knowledge of his merits (he having served many years with me as first lieutenant) I always, on similar occasions, expect much from him; but this day he even outstripped those expectations, and though in considerable

* Total—51 guns, and 130 stand of small arms.

pain from his wound, he insisted on continuing to assist me to the last moment with his able exertions; I therefore, Sir, cannot but entertain a confident hope that his services of to-day, and the wound he has received, added to what he so successfully executed at French Town (as detailed in my letter to you of the 29th ultimo), will obtain for him your favourable consideration and notice, and that of my Lords Commissioners of the Admiralty. I should be wanting in justice did I not also mention to you, particularly, the able assistance again afforded me by Lieutenant Robertson, of the artillery, who is ever a volunteer where service is to be performed, and always foremost in performing such service, being equally conspicuous for his gallantry and ability; and he also obliged me by superintending the destruction of the ordnance taken at the foundry. To Captains Wyborn and Carter, who commanded the marines, and shewed much skill in the management of them, every praise is likewise due, as are my acknowledgments to Lieutenant Lewis of the Highflyer, who, not being able to bring his vessel near enough to render assistance, came himself with his usual active zeal to offer his personal services. And it is my pleasing duty to have to report to you, in addition, that all the other officers and men seemed to vie with each other in the cheerful and zealous discharge of their duty; and I have therefore the satisfaction of recommending their general good conduct on this occasion to your notice accordingly.—I have the honor to be, &c. (Signed) "GEO. COCKBURN."

On the 5th Oct. 1813, Captain Lawrence captured an American privateer schooner, of 5 guns and 45 men. He obtained post rank, Jan. 1, 1817; and was appointed to the Eden 26, fitting for the West India station, Aug. 31, 1822.

This officer's sister is the wife of Lieutenant William Lowcay, R. N.

Agent.—Sir F. M. Ommanney.

DAVID BRAIMER, Esq.

WAS made commander, April 9, 1808; and appointed to the Castilian brig, of 18 guns, Oct. 22, 1810. On the 21st Sept. 1811, his first lieutenant was killed, and one man severely wounded, in action with the Boulogne flotilla *. On the 4th May, 1812, he assisted at the recapture of H. M. sloop

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* See Supplement, Part I. p. 75.

Apelles, as will be seen by reference to p. 114 of Suppl. Part III. In the night of Sept. 1st, 1814, he rescued the officers and crew of the Avon brig, Captain the Hon. James Arbuthnot, which vessel had been reduced to a sinking state by the Wasp, American sloop of war. His post commission bears date Jan. 1, 1817.

Agents.—Messrs. Stilwell.

RICHARD WALTER WALES, Esq.

Was made lieutenant, July 13, 1799, and promoted to the command of the Ferret brig, in June, 1808. On the 26th Oct. following, he captured la Becune, French privateer schooner, of 3 guns and 38 men. On the 23rd Feb. 1814, being then in the Epervier of 18 guns, he took the Alfred, American brig privateer, mounting 14 long 6-pounders, and 2 carronades, with a complement of 110 men. His subsequent unfortunate rencontre with the United States' sloop Peacock, of 22 guns, is thus described by Mr. James.

"On his way to Halifax with the Alfred, Captain Wales discovered that a part of his crew had conspired with the prisoners, to rise upon the British officers, and carry one vessel, if not both, into a port of the United States. As the readiest mode to frustrate the plan, he persevered against a gale of wind, and, on the 25th, arrived at Halifax. He immediately represented to the commanding officer of the port, the insufficiency of the Epervier's crew for any service; and, in particular, expressed his doubts about their loyalty, from the plot in which they had recently been engaged. However, the affair was treated lightly; and on the 3rd March, the Epervier, without a man of her crew being changed, sailed, in company with the Shelburne schooner, for the 'protection' of a small convoy bound to Bermuda and the West Indies.

"Having reached her outward destination in safety, the Epervier, on the 14th April, sailed from Port Royal, Jamaica, on her return to Halifax; and, as if the reputation of her officers, and of the flag she bore, was not enough for such a crew as her's to be entrusted with, she afterwards took on board at Havannah, 118,000 dollars in specie. On the 25th April, she sailed from thence, in company with an hermaphrodite brig, bound to Bermuda. On the 29th, at about 7-30 A. M., a ship under Russian colours joined the Epervier; and, shortly afterwards, another was discovered, apparently in chase of them. At 9 A. M. Captain Wales hauled to the wind on the

larboard tack, so as to keep between his charge and the strange ship, which we may at once introduce as the U. S. sloop Peacock, of 20 carronades, 32-pounders, and 2 long 18's, Captain Lewis Warrington *.

"No answer being returned to the brig's signals, the English ensign and pendant flying on board the Peacock did not remove the suspicions of her being an enemy; and accordingly the Epervier made a signal to that effect to her convoy. At 9-40 A. M., the Peacock hauled down the British colours, and hoisted an American flag at almost every mast and stay. At 10 A. M., when within half gun-shot, she edged away, as if to bring her broadside to bear in a raking position. This the brig evaded by putting her helm up, until close on the Peacock's bow, when she rounded to and fired her starboard guns. With this their first discharge, the three aftermost carronades became unshipped by the fighting-bolts giving way. The guns, however, were soon replaced; and having, when she got abaft the beam of her opponent, tacked and shortened sail, the Epervier received the broadside of the Peacock, as the latter kept away with the wind on the larboard beam. Although the first fire of the American ship produced no material effect, a continued discharge of star and bar shot cut away the rigging and sails of the brig, and completely dismantled her. Just as the Epervier, by a well-directed fire, had brought down her opponent's fore-yard, several of the carronades on the larboard side behaved as those opposite had done, and continued to upset, as often as they were replaced and discharged.

"In the midst of this confusion, the main-boom, having been shot away, fell upon the wheel, and the Epervier, having had her head-sails all cut to pieces, became thrown into a position to be raked; but, fortunately for the brig, the Peacock had too much headway to do so with more than two or three shot. Having by this time shot away the brig's main-top-mast, and rendered her completely unmanageable, the Peacock directed the whole of her fire at her opponent's hull, and presently reduced the Epervier's three waist guns to the disabled state of the others. At 11 A. M., as if the defects in the fighting-bolts were not a sufficient disaster, the breeching-bolts began to draw. There being no immediate remedy here, an effort was made to get the brig round, in order to present a fresh broadside to the enemy; but it was found impracticable, without falling on board the Peacock.

"As a last resource, and one which British seamen are generally prompt to execute, Captain Wales called his crew to follow him in boarding; but these gentlemen declined a measure so fraught with danger. The Epervier having now one gun only wherewith to return the fire of eleven; being already with four feet and a half water in her hold, and her crew falling fast

* The Epervier mounted 16 carronades of the same calibre as the Peacock's, and 2 eighteen-pounder carronades, which latter she had taken on board in lieu of her long sixes and boat gun.

beneath the heavy and unremitting fire of the Peacock, no alternative remained but to strike the colours, to save the lives of the few remaining good men in the vessel. This was done at 11-5 A. M., after the firing had lasted an hour; during three quarters of which the combatants lay close together, and during more than half of which, owing to the defects in the brig's armament, the successful party had it all to himself.

"Besides the damages already detailed, the Epervier had her fore rigging and stays shot away, her bowsprit badly wounded, and her foremast cut nearly in two, which nothing but the smoothness of the water saved from falling. Her hull, as may be imagined, was pierced with shot-holes, both above and below water. Her loss, out of a crew of 101 men and 16 boys, amounted to eight killed and mortally wounded, and fifteen severely and slightly wounded, including among the former her very gallant first lieutenant, John Hackett, who, about the middle of the action, had his left arm shattered, and received a severe splinter wound in the hip, but who yet would hardly suffer himself to be carried below. Captain Warrington states, we believe with truth, that the Peacock's principal injury was the wound in her fore-yard. Not a shot, by his account, struck the ship's hull, and her loss, out of a crew of 185 picked seamen, without a boy among them, amounted to only two wounded, neither of them dangerously.

"At the time she engaged the Peacock, the Epervier had but three men in a watch, exclusive of petty officers, able to take helm or lead; and two of her crew were each 70 years of age! She had some blacks, several other foreigners, lots of disaffected, and few even of ordinary stature: in short, the crew of the Epervier was a disgrace to the deck of a British man-of-war. We must be allowed to say, that, had her carronades been previously fired in exercise, for any length of time together, the defect in the clinching of her breeching bolts, a defect common to the vessels of this and the smaller classes, nearly all of them being contract-built, would have been discovered, and perhaps remedied. Even one or two discharges would have shown the insufficiency of the fighting-bolts. We doubt, however, if any teaching at the guns would have amended the Epervier's crew; the men wanted, what nature alone could give them, the hearts of Britons."

Captain Wales was promoted to post rank, while commanding the Childers brig, at the Leeward Islands, Jan. 1, 1817.

JOHN MACPHERSON FERGUSON, Esq.

A YOUNGER son of the late celebrated Dr. Adam Ferguson, Professor of Moral Philosophy in the University of Edin-

burgh, by Miss Burnet, of Aberdeenshire, niece to Dr. Joseph Black, Chemical Professor in the same national establishment. The Fergusons are said to have sprung from the family of Dunfallandy, seated in one of the mountainous districts of Perthshire.

This officer was made commander, July 13, 1808; and appointed to the Pandora brig, about Oct. 1810. On the last day of that year, he captured the French privateer cutter Chasseur, of 16 guns and 36 men. The following particulars of the loss of the Pandora, are copied from a letter, addressed to T. Aldridge, Esq., of North Yarmouth:

"On the night of the 13th Feb. 1811, the Pandora struck on the Scaw reef, off the coast of Jutland. In less than five minutes, she lost her rudder; and in an hour's time, she was nearly filled with water; previously to which, her masts were cut away in order to lighten her. The wind being extremely high, the sea broke over her with great fury, and every moment threatened her crew with destruction. The wind was piercingly cold, and the officers and men had no other prospect before them than that of being either washed overboard or frozen to death. Twenty-nine did perish from the inclemency of the weather. Next morning, some of the survivors contrived to cut a hole in the weather-side of the deck, which was above water, and by that they were enabled to get down below, one by one, for shelter. About three, P. M., some boats were observed coming off from the shore to their assistance; but the sea still running very high, they durst not approach the wreck. The surviving crew were so reduced in strength as to be unable to launch their own boats, which were covered with ice, and bore the appearance of marble of immense thickness. In the course of the night, however, the wind abated, and the morning of the 15th being quite calm, a number of Danes came off, and took every one from the wreck. The officers and men were of course made prisoners, but the enemy treated them with all possible kindness and hospitality."

Captain Ferguson's next appointment was, Aug. 27, 1815, to the Nimrod sloop. He obtained post rank, Jan. 1, 1817; and has since commanded the Mersey 26, on the South American station. A memoir of his father is given in the first volume of the "Annual Biography and Obituary," published in 1818.

Agent.—Sir F. M. Ommanney.

EDMUND WALLER, Esq.

Was severely wounded while serving as lieutenant under Captain, now Sir Richard Goodwin Keats, in the action between the Superb and San Antonio, French 2-decker, on the morning of July 13, 1801*. We next find him acting commander of the Wolf sloop, in which vessel he captured the Braganza Spanish privateer, of one gun and 54 men, on the Jamaica station, May 1, 1808. His appointment to her was confirmed July 20th following. He subsequently commanded the Goldfinch brig, on the north coast of Spain; and was removed from her to the Pheasant sloop, Oct. 9, 1814. His post commission bears date Jan. 1, 1817.

Agent.—Sir F. M. Ommanney.

JOHN GOURLY, Esq.

Entered the navy about Mar. 1781; and was on board the Belle Poule frigate, Captain Philip Patton, when she captured the Cologne French privateer, of 32 guns and 215 men, commanded by the famous Luke Ryan; who defended his ship with great bravery, until the Berwick 74 arrived within gun-shot, and was about to open her fire. The Belle Poule also formed part of the squadron under Sir Hyde Parker, when that gallant veteran encountered the Dutch Admiral Zoutman, on the Dogger Bank, Aug. 5, 1781.†

After the peace of 1783, Mr. Gourly served as midshipman and master's-mate in several line-of-battle ships; and at the commencement of the French revolutionary war, we find him proceeding to the Mediterranean, with Lord Hood, in the Victory of 100 guns. On his arrival at Toulon, in Aug. 1793, he was promoted by that officer, and sent to command a floating battery, mounting four long 24-pounders and a 10-inch howitzer, stationed above all the shipping in the N. W. arm of the harbour.

On the 19th September, Lieutenant Gourly opened his fire

* See Suppl. Part I. p. 271.

† See Vol. I. Part I. note §, at p. 175, *et seq.*

upon one of the enemy's encampments, and threw shells, with considerable effect, into a battery which had given great annoyance to the British ships. In the course of the ensuing night, the republicans threw up three field-batteries purposely to get rid of such an unwelcome and troublesome visitor; one of three long 18-pounders right abreast of his vessel, and but little more than 300 yards distant; another, of two long 9-pounders, on her bow; and the other, of two howitzers, right a-head. These all commenced firing at day-light on the 20th, and a heavy cannonade was kept up on both sides until nearly dark, by which time the vessel was in a sinking state, having received about forty shot under water, and more than sixty above. Scarcely was the last man removed from her when she went down, with her colours nailed to the head of her tottering mast. Strange to say, only one of her crew was killed, and the wounded did not exceed six or eight in number.

Lieutenant Gourly was next appointed to command the Vigilant, of 10 guns, and employed in forwarding supplies to the garrison of Toulon, from a bay about 7 miles distant. On this service he continued four weeks, almost every day annoyed by the enemy's musketry, but without sustaining any serious loss. We subsequently find him cruising on the coast of Italy, and assisting at the sieges of St. Fiorenzo and Calvi.

After the reduction of Corsica, Lieutenant Gourly joined the Britannia, a first rate, bearing the flag of Vice-Admiral Hotham, by whom he was appointed to command the Vanneau armed brig, recently captured from the French, and employed in carrying despatches to various parts of Italy. A circumstance occurred in the spring of 1795, which we cannot forbear relating.

Ten masters of merchant vessels, and a little boy, who had been taken prisoners by the French, and kept in close confinement for two years, obtained their liberty at the above period, and arrived at Bastia, in a cartel, without cloaths or any means of subsistence; no person there knew any of them—no one would give them money for their bills on England. The Vanneau came from the adjacent coast, while they were

wandering about the streets in this deplorable condition, and Lieutenant Gourly, the moment he heard of their distress, invited the whole of them to dinner, after which he went on shore and requested the Hon. John Erskine, then commissary-general, to cash him a bill for 55*l.* which sum was all that they required for their present support. That gentleman refused to take the bill, but offered to lend him as many dollars as he wanted. Lieutenant Gourly then mentioned how he intended to apply them, upon which his friend said, "I will not lend the money to you for any such purpose—I will lend it to the men myself—the loss of such a sum might greatly hurt a poor officer, but will not harm me if I were to lose it, which I am sure I shall not: there is the cash, tell the poor fellows I will trust them with double the amount if they want it." In a few days afterwards, the Vanneau took these men to Leghorn, from whence they promptly remitted every shilling to their generous benefactor. One of them is at this time a meritorious officer in the navy.

In June, 1796, when General Buonaparte took possession of Leghorn, Lieutenant Gourly contributed by his exertions to rescue the British Factory, and property of considerable value. On the 10th of the following month, he witnessed the surrender of Porto Ferrajo, in Elba, to the forces under Commodore Nelson and Major Duncan, R. A. the latter of whom had sailed from Corsica under the protection of the Vanneau.

In a short time after the occupation of the above place, orders were given by Sir Gilbert Eliot, Viceroy of Corsica, to take possession of Capraja, an island then belonging to the Genoese, but which had long afforded shelter and protection to French privateers, as well as to pirates of all nations.

Having embarked a body of soldiers, under Major Logan, of the 51st regiment, on board the Captain 74, and Gorgon troop-ship, Commodore Nelson sailed from Bastia, accompanied by the Vanneau and Rose, the latter vessel a cutter, commanded by Lieutenant —— Walker. On the following day, la Minerve frigate, Captain George Cockburn, joined him, and was attached to the expedition.

During the passage thither, Lieutenants Walker and

Gourly were called on board the commodore's ship, by signal, to furnish whatever information they possessed respecting Capraja, and to point out the best spot to disembark at. Nelson knew that they were both well acquainted with the localities of the island. They agreed, that it might be effected at a place which he mentioned when shewing them a chart, but added, that there was another, much more eligible, on the northern, or opposite side. He replied, you shall have 250 soldiers sent on board your vessels immediately; make sail, and land them there. In three hours after this, these men were safely put on shore, and they soon got possession of a 2-gun battery, together with the heights above; the enemy flying into the town.

Meanwhile, Nelson was baffled in his attempt to effect a landing on the southern side of the island; the sand being so loose that the men who jumped on shore sunk almost to their knees at every step, the ascent very steep, and the enemy numerous and strongly posted. The intervening high land prevented him from knowing what had been accomplished on the other side, until the Rose, using her sweeps, brought him the gratifying intelligence.

There were then lying in the harbour of Capraja, three French privateers, full of men; and to prevent their escape, Lieutenant Gourly placed his brig within musket-shot of the batteries at the entrance, where he continued watching them until la Minerve, favoured by a light breeze, came to his assistance. Next morning, Sept. 18, 1796, the commodore also got round; the troops were landed, and the privateers destroyed by their crews: the island then surrendered without any further resistance. In his official report of this occurrence, Nelson highly commended the commanders of the Rose and Vanneau, for their diligence, intelligence, and zeal.

The Vanneau was subsequently selected to perform a secret service; but in working out of Porto Ferrajo, she unfortunately struck, and was bilged, on a sunken and previously unknown rock.

In June, 1797, Lieutenant Gourly was appointed to command the Thunder bomb-ketch; and on the 2d of the

following month, we find him joining the fleet under Earl St. Vincent, off Cadiz. The naval bulletins of that year afford us the following information:

Sir Horatio Nelson to Earl St. Vincent, July 4, 1797.

"In obedience to your orders, the Thunder was placed, by the good management of Lieutenant Gourly, assisted by Mr. Jackson, master of the Ville de Paris, within 2500 yards of the walls of Cadiz, and the shells were thrown from her with much precision, under the direction of Lieutenant Baynes, R. A. Unfortunately, it was soon found that the large mortar was materially injured from its former services; and I therefore judged it proper to order her to return. The Spaniards having sent out a great number of mortar-boats, gun-boats, and armed launches, I directed a vigorous attack to be made on them, which was done with such gallantry that they were driven and pursued close to the walls, and must have suffered considerable loss. I have the pleasure to inform you, that two mortar-boats and an armed launch remained in our possession."

Earl St. Vincent to Evan Nepean, Esq. July 10, 1797.

"Rear-Admiral Nelson ordered a second bombardment of Cadiz, on the night of the 5th, and appointed Mr. Jackson to place the Thunder, Terror, and Stromboli. It produced considerable effect in the town and among the shipping. Ten sail of the line, among them the ships bearing the flags of Admirals Mazarredo and Gravina, warped out of the reach of shell, with much precipitation, the following morning. This important service was effected with very little loss on our side.† The Rear-Admiral meditated another operation on the night of the 8th, but the wind blew so strong down the bay, he could not get his bomb-vessels up to the point of attack in time."

Lieutenant Gourly returned to England, in very ill health, at the close of 1797; and he does not appear to have been again actively employed during the remainder of that war. After the renewal of hostilities, in 1803, he commanded one of the revenue cruisers, then under the orders of the Admiralty, and was presented by the owners of some Greenland ships, at Leith, with a gold watch, for his attention in conveying them on their outward voyage. In Dec. 1804, he visited the Texel, with a flag of truce, and was very kindly received by the Dutch Admiral, Verdoroon, who complimented him in the most flattering manner, on his seamanship,

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* See Suppl. Part I. p. 270.

† 3 sailors killed; 3 officers, 2 midshipmen, and 11 other persons, wounded.

perseverance, and success, in entering the Nieuve Diep under circumstances of extreme difficulty and danger. Admiral Verdoroon not only received him courteously, but kept him to dinner, and invited all his captains to meet him; a circumstance which gave great offence to the French general then commanding at the Helder.

Shortly after his return from Holland, Mr. Gourly was appointed flag-lieutenant to Rear-Admiral Vashon, in which capacity he served at Leith until 1807, when he joined the Trident 64, and again sailed for the Mediterranean.

On the arrival of that ship at Malta, the governor, Sir Alexander J. Ball, gave Lieutenant Gourly an order to act as commander of the Tuscan brig, and sent him to the Barbary coast. On his return from thence, he received an Admiralty commission, dated Sept. 14, 1808, promoting him to the command of the San Juan, formerly a Spanish 74, then lying at Gibraltar, without guns, and with only men enough for a single boat's crew belonging to her. From that ship he was removed, to act as captain of the Atlas 74, bearing the flag of Rear-Admiral Purvis, whom he assisted in equipping the Spanish men-of-war at Cadiz, and removing them out of the reach of the French invading army.

In March 1809, Captain Gourly returned to Gibraltar, where he soon completed the crew of the San Juan, and in conformity to an order from Lord Collingwood, fitted out a small frigate for the Emperor of Morocco. He also undertook the superintendence of the dock-yard, the victualling office, and other naval establishments on the rock; restored twenty decaying gun-vessels to a serviceable state; and left nothing undone that could possibly be performed with the resources at his command. His indefatigable exertions were thus generally acknowledged by Lord Collingwood, a short time previous to the demise of that excellent officer;

"When you joined the San Juan, she was merely a sheer-hulk; now she is every thing that can be expected of her, and truly beneficial to the whole fleet."

Captain Gourly was in bad health when Sir Charles Cotton arrived at Gibraltar, on his way to assume the chief command in the Mediterranean, as successor to the

deceased admiral. In answer to his representations to that effect, he was told, that Sir Charles had heard much of his useful services; that he had then no officer near him fit to be entrusted with such a charge; and that he must consequently remain in the San Juan until one could be sent from the fleet off Toulon. Not long afterwards, a commodore's broad pendant was displayed at the rock, as will be seen by reference to p. 462, of Suppl. Part II. Captain Gourly returned to England in Aug. 1810; and remained on half-pay until Feb. 1812. Some ten or twelve years have now elapsed since the author of this work received the following communication:

"Captain B—— begs to suggest, that the scientific remarks which follow, respecting the Gut of Gibraltar, are worthy of insertion, as they may excite observation from those who are at all inclined to doubt their accuracy.

"'It has long been a prevailing opinion, amongst seamen, that there is, what they call, an underset of the ocean, beneath the surface of the sea, in the Straits of Gibraltar, which returns to the Atlantic the superabundant waters that are continually pouring into the Mediterranean through that narrow passage. Captain Gourly is of opinion, founded on his own experiments, that there is no return whatever of those waters, further than what the diurnal tides occasion; that the sea, 15 fathoms under the surface, is in a state of perpetual rest; that the rate of the superficial current is increased or lessened according to the degree of evaporation occasioned by the action of the sun and wind on the surface of the immense sea within those narrow Straits; that the Atlantic ocean supplies the constant exhalation; and that this occasions the perpetual influx. Ships' (says Captain Gourly) 'may work out of the Gut, with the wind westerly, in moderate weather, if they attend to the tides, keep the Spanish shore on board, anchor at low water, and weigh when it has ceased to flow.'"

In Feb. 1812, Captain Gourly was directed by the Admiralty to raise a quota of men, from those employed in the fisheries on the coast of Scotland, and in the Orkney and Shetland islands. He succeeded in securing the services of above 200 men and boys.

At later periods of the war, Captain Gourly assisted the magistracy of Aberdeenshire, in suppressing two very serious riots; and obtained the well-merited encomiums of the civil

authorities for his energetic conduct on both occasions. His last appointment was, Sept. 16, 1814, to the Pelorus brig, of 18 guns, which vessel he paid off, in Sept. 1815.

On the 18th Dec. following, Captain Gourly had the misfortune to lose his only son, Lieutenant John Charles Gourly, R. N. who lost his life in attempting to save a boy from perishing in Loch-End, near Edinburgh, then but partially frozen over. We can, from our personal knowledge of the defunct, state, that he was a truly estimable young man.

Captain Gourly obtained post rank, Jan. 1, 1817. One of his daughters married, in 1826, Mons. Rueile de Bonnechose, staff-officer in the French army, and second son of the Chevalier de Bonnechose, Secretaire Generale, Versailles *.

Agent.——Clementson, Esq.

AUGUSTUS BALDWIN, Esq.

Was made lieutenant in 1800; commander, Sept. 19, 1808; appointed to the Tyrian brig, Feb. 7, 1812; re-appointed to the same vessel, on the peace establishment, Sept. 10, 1815; and posted from her Jan. 1, 1817. He married, at York, Upper Canada, Augusta Mary Melissa, daughter of John Mills Jackson, Esq.

Agents.—Messrs. Stilwell.

GEORGE WASTELL HOOPER, Esq.

Was made lieutenant in 1800; commander, Nov. 9, 1808; appointed to the Raleigh brig, Oct. 22, 1810; and posted, Jan. 1, 1817.

Agent.—J. Woodhead, Esq.

* Captain Gourly's contributions to "Clarke's Progress of Maritime Discovery," are acknowledged in the introduction to that work.

WILLIAM RICHARD SMITH, Esq.

We first find this officer serving as midshipman of the Dædalus frigate, Captain Henry Lidgbird Ball, on the East India station, in 1800 *. He was made commander, Dec. 15, 1808; appointed to the Orestes brig, Oct. 16, 1811; and posted Jan. 1, 1817.

HENRY COLINS DEACON, Esq.

Entered the navy in 1800, as midshipman on board the Fisgard frigate, Captain (now Sir T. Byam) Martin. During the peace of Amiens he served in the Achille 74 and Alarm 32. After the renewal of hostilities we find him in the Amazon 36, Captain William Parker, on the Mediterranean station. The manner in which that ship was employed will be seen by reference to pp. 438—440 of Vol. II. Part I.

After the capture of the Marengo and Belle Poule, Mr. Deacon was recommended by Earl St. Vincent to the patronage of Rear-Admiral George Murray, who appointed him acting lieutenant of the Olympia cutter, in the Rio de la Plata, during the expedition for the recovery of Buenos Ayres †. This appointment was confirmed in England, Feb. 24, 1808, previous to which he had assisted at the capture of a French letter of marque, of much superior force, after a severe action, and conducted her to the Cape of Good Hope, encountering in his passage thither a constant succession of heavy gales for 42 days, during which period the pumps were incessantly at work, and the prize crew reduced to half a pint of water each man per diem.

About 18 months after his appointment to the Olympia, Lieutenant Deacon was removed to the Caledon, which ship he soon quitted in order to join la Nereide frigate, Captain Robert Corbett, about to proceed on a cruise off the Mau-

* See Suppl. Part I. p. 143. † See Vol. II. Part II. p. 791 *et seq.*

ritius and Bourbon *. In Aug. 1809, he assisted at the capture of two batteries, commanding the anchorage of St. Rose, on the eastern side of the latter island. The intelligence there obtained, led to the reduction of the capital town, by an expedition under Captain Josias Rowley, R. N. and Lieutenant-Colonel Keating †. A series of desperate services in which Lieutenant Deacon was afterwards engaged, under the command of Captain (now Sir Nisbet J.) Willoughby, have been fully detailed at pp. 148—182 of Suppl. Part II. At Jacotel, May 1, 1810, he was severely wounded in the head by a musket-ball. On the 23d Aug. following, while most gallantly defending la Nereide in Port Sud-Est, he received numerous other wounds, in the throat, breast, legs, and arms ‡. After that most sanguinary combat, he was carried to a French hospital, treated with the greatest inhumanity, and plundered of every thing except the shirt on his back. He was then considered, by medical men, past recovery; and many of his fellow sufferers were dying daily, of locked jaws, from want of proper nourishment, and the unfavorable climate. For four months he never left his bed; and he was obliged to make use of crutches for a long time afterwards.

On his return home, after the reduction of the Mauritius, Lieutenant Deacon was appointed to the Lavinia frigate, then in the Mediterranean. His commission as commander, appointing him to the Niobe 38, armed *en flûte*, bears date June 7, 1814.

The Niobe was first employed in conveying the sick of the Russian Imperial guards to their native country; and on her arrival at Cronstadt she was visited by the Czar, who expressed his satisfaction at the accommodation, and the great attention that had been shewn to them. By desire of that monarch, Count Neselrode afterwards presented Captain Deacon with a ring, and wrote to Lord Castlereagh in his favor; the

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* See Suppl. Part II. p. 140.

† See *id.* pp. 142—148; and Suppl. Part. III. p. 50.

‡ See Suppl. Part II. p. 167.

Emperor also gave him a letter addressed to the Prince Regent of Great Britain, recommending him for promotion; and nothing could possibly exceed the kind reception he met with during a fortnight's sojourn, by express invitation, at St. Petersburg.

We next find the Niobe proceeding to Halifax, with Commodore Owen, and reinforcements for the shipping on the Canadian lakes. She afterwards visited Bermuda, on her way to the West Indies; and formed part of the squadron under Sir Philip C. Durham, at the reduction of Guadaloupe, in 1815.

Whilst employed at the Leeward Islands, Captain Deacon had two very severe attacks of yellow fever. He paid off the Niobe, at Woolwich, in the spring of 1816; and obtained post-rank, April 2, 1817.

Agents.—Messrs. Maude and Co.

HOUSTON STEWART, Esq.

Second son of the late Sir Michael Shaw Stewart, Bart. of Blackhall, Renfrewshire, N. B.

This officer served part of his time, as midshipman, under Lord Cochrane, in the Imperieuse frigate, and was in one of her boats at the attack of Arcasson, Jan. 7, 1807. In the following year, he assisted at the destruction of several newly constructed semaphoric telegraphs, fourteen guard-houses, a battery, and a strong tower, on the southern coast of France *. He also served on shore, at the defence of Rosas, in Dec. 1808 †.

Mr. Stewart passed his examination, at Portsmouth, in July, 1811; obtained a commission on the 1st of the ensuing month; became flag-lieutenant to Lord Keith early in 1813; was made commander, Aug. 13, 1814; appointed to the Shark, receiving-ship at Jamaica, Jan. 18, 1815; to the Royalist brig,

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* See Commander David Mapleton.

† See Captain Frederick Marryat, C. B.

July 14, 1815; to the Rifleman brig, Aug. 17, 1816; to the Salisbury 50, bearing the flag of Rear-Admiral John Erskine Douglas, Mar. 13, 1817; promoted to post rank, June 10, 1817; and appointed to the Menai 23, fitting for the Halifax station, Oct. 21, 1823. He returned home from thence, Dec. 14, 1826.

Captain Stewart married, Feb. 10, 1819, Martha, youngest daughter of Sir William Miller, of Glenlee, Bart. a Lord of the Court of Session in Scotland.

Agents.—Messrs. Maude and Co.

EDWARD BARNARD, Esq.

Served under Captain (now Sir Richard) King, in the Achille 74, at the battle of Trafalgar; obtained the rank of lieutenant, Jan. 7, 1806; was made commander, Aug. 10, 1814; appointed to the Bacchus brig, Dec. 17, 1816; and posted, by the above officer, into the Conway 24, on the East India station, July 4, 1817.

Agents.—Messrs. Stilwell.

BASIL HALL, Esq.

A Fellow of the Royal Societies of London and Edinburgh; and a Member of the London Astronomical and Madras Asiatic Societies.

This officer is the son of Sir James Hall, Bart. of Dunglass, N. B. by Lady Helen Douglas, a daughter of the fourth Earl of Selkirk, who was present at St. Mary's Isle when the noted Paul Jones made a descent on the coast of Galloway with the intention of seizing her father; but finding him absent, was obliged to allow his people to carry off the family plate, every piece of which, however, he restored some years afterwards *!

* "*The Life of Paul Jones,*" from original documents in the possession of John Henry Sherburne, Esq. Registrar of the United States' navy, was published by Mr. Murray, of Albemarle street, London, in 1825.

Mr. Basil Hall entered the royal navy in May, 1802; and served the whole of his time, as midshipman, in the flag-ships of Sir Andrew Mitchell and the Hon. George C. Berkeley, on the Halifax station. His first commission bears date June 10, 1808; at which period he was appointed junior lieutenant of the Endymion frigate, Captain the Hon. Thomas Bladen Capel; under whom he assisted in covering the retreat and embarkation of Sir John Moore's army, at Corunna, in Jan. 1809. We subsequently find him serving on shore in co-operation with the Spanish patriots,*.

Lieutenant Hall's next appointment was, Mar. 9, 1812, to the Volage 22, from which ship he removed to the Illustrious 74, bearing the flag of Sir Samuel Hood, on the East Indian station. In 1813, he had the acting command of the Theban frigate, under the orders of the same distinguished officer, whom he accompanied during a journey over great part of the island of Java. His promotion to the rank of commander took place, Feb. 22, 1814; on which occasion he was appointed by the Admiralty to the Victor sloop, then building at Bombay.

The Victor arrived in England about the time that the embassy to China, under Lord Amherst, was projected; and Captain Hall had not been long on half-pay when he was appointed to the Lyra, a 10-gun brig, attached to that expedition. On his return home, in 1817, he published a very interesting account of "*A Voyage of Discovery to the Western Coast of Corea, and the Great Loo-Choo Island, in the Japan Sea* †, *with a Vocabulary of the Language of the Island (by Lieutenant H. J. Clifford, R. N.), and an Appendix, containing Charts and various Hydrographical and Scientific Notices. Illustrated by eight coloured engravings of Scenery, and the Costume of the People of Corea, and particularly of the more interesting Inhabitants of Loo-Choo.*"

The second edition of "Loo-Choo," published in 1820, is

* See Commander CHARLES THOMAS THRUSTON.

† Performed while the British Ambassador was engaged in dignified discussion with the flower of the human race.

confined to the narrative alone, to the exclusion of all technical and other details, not calculated to interest the general reader. A later edition, forming the first volume of "Constable's Miscellany," consists partly of matter entirely new, and partly of what was previously before the public; the latter, however, carefully revised, and, in some places, augmented by further selections from the original notes: one of the new chapters in this edition contains an account of Captain Maxwell's attack on the batteries at Canton, Nov. 12, 1810*; and from which we shall here extract a passage or two.

"On leaving our primitive and kind friends at Loo-Choo, we steered directly across the Japan sea, and having sailed between the Philippine Islands and Formosa, made directly for the anchorage of Lintin, which takes its name from an island lying opposite the mouth of the great river flowing past Canton. On the 3d of November, 1816, shortly after anchoring, we received despatches from the British Factory, announcing the unsuccessful issue of the embassy, and the expected return of Lord Amherst. The failure of the mission, it appeared, had disposed the Chinese authorities at Canton to treat the interests of the British Factory with great contempt, and in several instances to visit his Majesty's peaceable subjects with insult and direct injury. Next morning was received a copy of a recent edict, or proclamation, of the Viceroy of Canton: in this document, worded in the most offensive terms, it was stated that the Ambassador would not be permitted to embark in the river, but must find his way as he best could to the ships, which were to remain at anchor amongst the Ladrone Islands, almost in the open sea. There was every reason for supposing that this insulting mandate was a gratuitous piece of impertinence on the part of the local authorities, not authorized by the Supreme Government. In China every thing is regulated by custom; and the precedent of the embassy under Lord Macartney was more likely to be adhered to, than that so inconvenient and degrading a mode of embarkation should be wantonly assigned to Lord Amherst. The hostile sentiments of the Viceroy towards all foreigners, and especially the English, had long been well known to our establishment at Canton; and as these proceedings were precisely what had been anticipated, the greatest anxiety was felt by our countrymen, and indeed by all the foreign residents, as to the line of conduct which Captain Maxwell would adopt on the occasion.

"Nothing could be conceived more dissimilar to our recent occupations than the duties which now devolved upon this officer. Instead of the pa-

* See Vol. II. Part II. p. 808.

cific, timid, hospitable Loo-Chooans, he had to deal with the arbitrary and unsociable military authorities of China, at no time very friendly, and at the present moment professedly hostile to his nation. The same deliberate good sense, however, carried him successfully through these diametrically opposite services, and what in one instance took the character of patient forbearance, became in the other the most prompt and vigorous action. Both lines of conduct were so admirably suited to the occasions respectively, that had their order been reversed, as they might readily enough have been by a less judicious officer, the consequences must have been mischievous in the highest degree. It should not be forgotten, that as neither our visit to Loo-Choo, nor the discussions with the Chinese, could have been anticipated, no specific instructions beforehand could by any possibility have been given for the performance of these services. The most perplexing dilemmas, indeed, must often occur in a profession, the extent of whose range is only limited by that of the globe itself. But it is on such occasions that the distinction between one officer and another comes into play: that the man who dreads and shuns responsibility, or whose shoulders are not broad enough to bear it when it happens to fall on them, is crushed beneath the weight; while the professional genius of another will sport with the difficulty, and, like Nelson, turn what to ordinary eyes seems irreparable disorder into the means of enhancing his country's honor. * * * * * *

"While Captain Maxwell was thus busily employed, I had proceeded by his orders on the 7th November to a harbour called the Typa, within a mile or two of Macao. Early next morning a large Chinese war vessel, mounting seven guns, and crowded with people, anchored about a quarter of a mile to the eastward of us. All eyes were turned to this new and strange sight, for we had not before seen any junk nearly so large; but whilst we were engaged in examining her more minutely, another still larger dropped anchor under our stern; presently another took her station on the bow, and one on the quarter, till in the course of half an hour we found ourselves fairly encaged by these immense vessels. One very zealous officer amongst them took a birth rather too close as I thought, as he brought up actually within the Lyra's buoy. So great a departure from professional etiquette I imagined must be intended as a prelude to something hostile, and I prepared my little ship for the contest. We had only ten guns, indeed, but these were thirty-two pound carronades, and we might, I dare say, have done very well on the occasion of coming to blows, unless, indeed, it had occured to the Chinese to have sailed their immense castles one on each side of us, in which case the poor Lyra must have been crushed like an egg-shell. For the smallest of these junks could not have been less than four or five times our tonnage, and at least three times as high out of the water. As soon as the guns were shotted, I sent my boat to the junk which had anchored so close as almost to be touching us, to beg he would move a little further off. The officer of my boat found a

linguist on board, to whom he readily explained the impropriety of anchoring so near; and I confess I was not sorry to observe my friend comply so readily, and get his anchor up again to take his station along with the rest of the fleet. It was soon apparent they intended us no immediate mischief, but were sent to watch us, and I suppose to keep us in awe; for every morning and evening, at sun-rise and sun-set, there was a grand mustering on board each junk; all the crews were displayed on the decks, and a furious beating of gongs set up, which was doubtless meant to be very terrific and impressive.

"We took no further notice, but proceeded with our re-equipment, till on the 15th of November accounts reached Macao that Captain Maxwell had been engaged with the batteries, and had afterwards sailed up the river. I was on shore at Macao at the time the news arrived, but went on board instantly to see what part the Chinese fleet would take, not knowing how far it might suit the admiral's ideas of the service, to visit the sins of the frigate upon the sloop of war. But to my surprise I beheld them all getting under weigh in the utmost hurry and confusion, as if the pigmy Lyra was going to swallow these giants up; and without waiting for order of battle, or any order at all, ran off as hard as they could scamper out of our reach, into the inner harbour of Macao, where they crowded themselves together like sheep, and moored in a compact body, actually touching one another.

"As I knew nothing of the Alceste's proceedings, except through the reports of the Chinese and Portuguese, which varied every hour, I resolved to wait Captain Maxwell's further instructions. It was a week before I heard from him, and my orders then were to proceed up the river, to where the Alceste lay, and not to return the fire of the batteries, should they recommence hostilities, but in that case to anchor below the Bogue, until I was joined by the frigate. In order to avoid all mistakes, or misunderstandings, he also sent me positive directions to avoid all intercourse with the Chinese, whatever advances might be made by the commanders of the forts or fleets. In pursuance of these directions, I tripped my anchor on the 25th, and sailed out of the Typa; but the tides not being favourable, we were obliged to force our way through the mud, and at one place actually sailed for upwards of half a league in two feet less water, by the sounding line, than the ship drew: that is to say, we appeared to be in ten feet water, while the vessel drew twelve. The moment our sails were set, we observed a stir amongst the men-of-war junks, and in a little while they came out one by one. As the wind was against us, we had to make a tack towards the harbour's mouth, where we were met by the whole eight sail of the line, gaily dressed out in long swallow-tailed streamers, and led by their gallant commodore, who carried a flag twice as large as any of the rest. At sunset it fell calm, and the tide having turned, we all anchored together, no one of the junks being above a cable's length, or two hundred yards from the brig. As soon as the sails were furled, the commo-

dore manned his barge, and came himself to pay the Lyra a visit. I should have been very glad to have received him, but Captain Maxwell's orders against any intercourse being explicit, I could do nothing but decline his civility, and keep him off. In spite of all I could do, however, he rowed alongside, and sent an officer up with his card. This personage, who forced his way on board, addressed me in these words, 'I come to see about your pigeon.'—'My pigeon,' said I; 'I have no pigeons on board, and you must go away—I cannot receive you—go down the side, if you please.'—'No! no,' exclaimed he, by way of clearing up the mystery, 'my master, this great Mandarin,' pointing to his chief, 'has come to see about the ship's pigeon.' While I was puzzling over this speech, I observed the commodore and two or three of his attendants climbing on board the brig, and therefore called out to some of the sailors, 'Here, my lads, put this gentleman into his boat again.' In an instant a couple of strapping fellows, who liked no better sport, leaped up, and would have tumbled the poor Chinese over the gangway in a trice, had I not caught their arms. The interpreter, seeing what was going to happen, made a wise and precipitate retreat, dragging the commander-in-chief along with him by the tail, and screaming to the boatmen to shove off.

"I was really extremely sorry to be guilty of such rudeness; but my orders being imperative, I had no other way of resisting such determined intrusion, but that of threatening to throw the foremost of my visitors overboard. I was glad it was not the chief himself who led the way, as I must have used some equally uncivil arguments with him, which I confess would have been a monstrous breach of naval etiquette.

"I afterwards learned that the word 'pigeon,' in the strange jargon which is spoken at Canton by way of English, means business, so that what the linguist meant to say was, 'I am come to see about your business.' It is, perhaps, not generally known, that all transactions between foreigners, of whatever nation, are carried on here in a singular dialect, called English, but which is scarcely intelligible at first, even to an Englishman, and must be totally unintelligible to every other foreigner. It is made up of English, Portuguese, and Chinese, and although barbarous in the highest degree, must be studied by every trader at the port. Until very lately, all business was transacted by the British Factory in this most absurd language. Of late years, however, the Company's servants at Canton have made themselves acquainted both with the written and spoken Chinese, and every thing material now passes in the language of the country. The natives themselves, whose principle it is to discourage all assimilation, sometimes lament this newly acquired power of communicating, and look back with regret to the times when the supercargoes drank a great deal of wine, and spoke not a word of their language. 'Now,' as I heard one of the Hong merchants say, with a sigh and a shake of the head, 'the English speak Chinese as well as I do, and drink nothing but water.'

"As soon as the tide served next morning, after daybreak, we weighed in company with the fleet, and continued all day beating to windward. For some time these vessels held very good way with us; but when the breeze freshened we left them to leeward, though not by any means so fast as we had been led to expect we should have done. During the day we often crossed one another, on opposite tacks, sometimes to windward, sometimes to leeward, and often so close as almost to touch, making a very amusing and spirited sailing-match.

"As the night closed in I let go my anchor, not being willing to incur the risk of running upon the shoals. The Chinese commodore and two of his next best sailers were just in sight at sunset, far to leeward, but being well acquainted with the river they had no occasion to anchor, and before midnight, they were once more clustered round their little charge. We were now at Chuen Pee, where Captain Maxwell had anchored previous to entering the Bogue, and I could observe from the lights in the batteries, and an occasional rocket, that the garrison were no less upon the alert than they had been upon that occasion.

"By the first peep of dawn next morning we were again under weigh, and about breakfast-time steered for the narrow neck, or Bogue, the scene of action on the 12th. The flags were hoisted at all the signal-posts, and the batteries every where crowded with people. I went as close as possible to Annanhoy, in order to see what damage had been done. Thirty-nine pieces of cannon were counted, none of them less than twenty-four-pounders, and all within five or six feet of the level of the water; and so judiciously arranged, that if properly served, they might repulse a considerable force. The face of the wall, blown down by the Alceste's broadside, had been built up again, and the Chinese must have worked night and day to conceal their disaster. From the new appearance, however, of the works, and the marks of shot on the steep face of the rock immediately behind the guns, I should think that most, if not all the guns, must have been dismounted, and the embrasures beaten together. As the Alceste passed considerably within her own length of the battery, and the water was perfectly smooth, every shot must have told.

"We were greeted very differently; for as we passed, a boat with four large skulls, and dressed up with long streamers reaching to the water, came from the fort with an officer, who hailed us, and said he was sent by the governor to ask if we wanted a pilot or any other assistance. But he did not come close alongside, having probably heard from the admiral, whose boat we saw lying at the sally-port of the battery, that we were not very civil to our visitors. I hesitated a moment whether or not I should take a pilot, but upon considering the matter a little, declined his offer, and he rowed back again, after making the most respectful salams as he took his leave. I refused this offer not only from feeling confident that we could do without assistance, but also because I thought it likely that Captain Maxwell, who had himself taken the frigate up, might wish to demonstrate to

the Chinese that we could do without them in this matter; a circumstance, we learned afterwards, which caused almost as much surprise at Canton as the passage of the batteries. There was, however, no mystery in the case, as an admirable chart of the river had been constructed shortly before this period, by Captain Daniel Ross, a gentleman to whom the navigators of every nation, whose business leads them to the Eastern seas, are indebted in the highest degree.

"The East India Company have the sole merit, and a very high one it is, of having originated the splendid idea of surveying in a scientific manner, not only the vast seas and coasts of China, but all the straits, bays, and islands in the Indian Ocean and Malay Archipelago. This work, perhaps the most useful, and certainly the greatest of its kind that any nation ever undertook, has been steadily carried on at an enormous expence for many years, under every circumstance of peace or war. To many persons this language may seem too strong; but I write without exaggeration, at the dictation of feelings which most people will be ready to make allowance for. In an open sea, in broad day-light, and in fine weather, nothing can be more delightful than sailing along on such a voyage as ours to visit strange countries. But when the scene is changed to a dark stormy night, in narrow rocky passages, with rapid tides sweeping through them, the blessing of such charts as those of Captain Ross, and such directions as those of Horsburgh, is felt in a manner that the 'gentlemen of England, who live at home at ease,' can form but a faint conception of.

"The flood tide was now making, and we were carried gently past the various batteries on both sides of the river, every one of which sent off a boat to offer us any assistance we might require; but I declined all their offers. At noon it fell almost calm, but the water being perfectly smooth, the brig still had steerage way, and I sent the people to dinner, thinking we should not require them to perform any evolution before one o'clock. The last drain of the flood was now stealing along, and the river seemed like a bowl filled up to the brim. The banks were low and swampy, without trees or houses, or any definite land-mark, by which our precise place could be told. Every thing looked so perfectly placid, that I dreamed of no danger, after having already navigated by the chart, for thirty or forty miles through a succession of intricate and dangerous shoals. I was thus lulled into an undue degree of security, and permitted the tide to drift the brig silently and imperceptibly towards the eastern bank of this immense river. While I was standing on the poop, endeavouring, if possible, to catch some object on the monotonous flat shore, by which the vessel's progress might be indicated, a small Chinese boat glided slowly up under the quarter, as if to watch our motions. I took no notice of the boatman, who, however, after lying in the same spot for five minutes, stood up, and said in English, 'Don't you want a pilot?' I said, 'Oh, no—I know the river as well as you do. I want no pilot.' The man shrugged his shoulders and sat down again. It now wanted only ten minutes of one,

but I was unwilling to disturb the people at their meal, although I began to suspect, from seeing the bull-rushes a little more distinctly, that we were drifting too near, and in the next moment we slipped gently upon a shoal—so gently indeed, that I should not have known it, had not the tide, along with which we had been borne insensibly, now streamed past us. The hands were up instantly, and an anchor and hawser, kept in readiness alongside for such accidents, sent out to draw us off the ground. While this was going on, the Chinese in his boat paddled once more close under the spot where I was standing, and said, with his former tone and manner, and the addition of a knowing smile, 'Don't you want a pilot?' I laughed, and told him to come on board.

"In half an hour we were again afloat, and a light breeze springing up, we soon reached the anchorage called the Second Bar, where a fleet of fourteen large ships of the East India Company lay at anchor. Being uncertain at first whether the brig would soon get afloat again or not, I had thought it best to make a signal for assistance. In less than an hour, upwards of a dozen of the Indiamen's long-boats, each manned with not less than eighteen hands, came to us. Before they reached the brig we had got off the shoal, and I might have made signals to show they were no longer necessary, but was willing to indulge both my own crew and these strangers with a meeting. We had now been nearly nine months from England, during the whole of which period we had either been at sea, or amongst remote countries, beyond the reach of news; and nothing, certainly, was ever better bestowed than this rencontre. Our men were bursting with eagerness to tell the story of their adventures, and the people in the boats, who had just arrived from England, had much to impart of friends and home.

"On reaching the Alceste, I found orders lying for me to proceed to Canton; and as a captain of one of the tea ships was just setting off in a large and commodious barge, I preferred accompanying him to rowing up alone. Probably, had I gone in a man-of-war's boat, the Chinese, who had treated Captain Maxwell with great politeness wherever he passed, might have been equally civil to his brother officer. But they observed no such delicacy in the case of the East India captain; for wherever we passed, they climbed to the most conspicuous parts of their boats, and saluted us in a style the very furthest removed from good manners; suiting the rudest actions to words probably not more courteous. The eloquence was quite thrown away upon us, but there was no mistaking the purport of the gesture. For some time this was amusing, rather than otherwise; and to me at least the whole scene, from beginning to end, was subject of unmixed entertainment. But my companion, though one of the best men alive, was not the most patient person in the fleet, and replied at first to these insults by a few emphatic oaths in broad Scotch. Presently he stood up, and shook his fist in a very angry manner, which produced nothing but a loud and scornful laugh; this instantly drove my

friend into a towering passion; and before I could stop him, he caught up a fowling-piece, lying on the stern sheets, and discharged it directly at a thick cluster of Chinese, not one of whose faces could be seen, but who, nevertheless offered a most conspicuous front to his aim. Fortunately the piece was loaded with snipe-shot, and the distance being considerable, the dose, thus promptly administered, acted merely as a sedative, not only upon the crew of the nearest vessel, but upon that of every other in sight. 'There, you long-tailed rascals,' exclaimed the Highlander, 'there is a second edition of Maxwell and the batteries for you!' And no doubt the effect was analogous; for many weeks afterwards, when I passed in the same boat with the same person, the natives recognised the hand that had peppered them, and were extremely civil as we rowed along.

"We had thus to fight our way, step by step, into the good graces of the Chinese. The last conflict which we had with them took place about an hour after I had reached Canton, at Captain Maxwell's lodgings. We heard a great noise at the top of the stairs, and on going out to see what was the matter, found my cockswain and boat's crew in high altercation with a Chinaman, who was endeavouring to deprive them of a trunk which they carried on their shoulders. My boat had followed me to Canton, and the sailors on landing naturally brought the things to our lodgings: just as they crossed the threshold, however, they were observed by the Mandarin of the custom-house, who called out to them to stop, and insisted upon searching the packages. Jack resisted this, and both parties having entered the house, the action which had disturbed us was raging on the staircase.

"As it was an established practice at Canton for no Chinese authority to enter the house of a European resident without first obtaining permission, this proceeding was quite contrary to usage. At all events, Captain Maxwell, who had commenced by assuming a high tone in great matters, was resolved to carry it through even in trifles, and turning to the Chinese, asked him by what right he had dared to violate the quarters assigned to his Britannic Majesty's officers, without first appealing to him. The Mandarin looked a little surprised; but a reply being insisted upon, he said it was quite a mistake—that he had imagined the trunks had belonged to some merchant ship, and not to a king's ship. 'Well, then,' said Captain Maxwell, 'you must learn better in future.' And turning to the sailors, ordered them to put the officer out of the house, and retired to his own room, whispering to me in passing to take care that the intruder was not hurt. I had enough to do, however, to attend to this hint, for my fellows, the moment they heard the words 'turn him out,' caught up the unhappy Chinaman, and bore him along over their heads, till they reached the door, whence, as they expressed it, they gave him fresh head-way into the street; and in fact, had it not been for the crowd assembled before the door, against whom he fell headlong, it might have fared worse for the poor Mandarin, who, gathering himself up, took to his heels, and never stopped till he reached his little office at the beach. The rest of the crowd, fancying, by the impe-

tus with which their countryman had been projected from the house, that the terrible Captain himself was in his rear, were seized with a panic, and in a few seconds not a soul was to be seen.

"Under any other than the very peculiar circumstances in which we were placed, such determined measures for maintaining our independence might have been questionable. As it was, however, we remained after these contests several months at Canton without receiving the slightest insult; and the gentlemen of the Factory declared, that they had never, till now, been treated even with common attention; and when at last the Embassy arrived from the interior, the Chinese vied with one another who should be most obliging. It must be remembered, in considering these questions, that England has no treaty with China: everything, therefore, relating to the intercourse of foreigners, being regulated by custom alone, it becomes really important, when an opportunity occurs, to establish convenient, instead of irksome usages. In this view, Captain Maxwell, the next day, explained in an official communication to the Chinese authorities, that as his Majesty's ships had nothing to do with trade, none of their boats ever carried goods; and he pledged himself to take care that no smuggling occurred through their means: but he positively refused to allow a king's boat, or a king's officer, under any pretence whatsoever, to be searched. And although at a distance this may be thought an insignificant matter, it was considered a material point gained, in a country where such trifles take the place of more important affairs; and where, in fact, if they were not attended to from time to time, the life of a foreigner would soon become almost insupportable. In this point of view, it is extremely satisfactory to learn, that ever since the wholesome lessons which Captain Maxwell read to the Chinese on the score of good manners, there has been a remarkable improvement in the condition of all the foreign residents, who have the supreme happiness, as the Chinese express it, of being suffered to live in the Celestial Empire.

"So much has been written respecting China, and especially about Canton, that I shall be excused for not entering on so threadbare a subject. We were allowed to walk about the streets to a great distance from the Factory, without meeting any kind of obstruction or insult; and when we happened to come near the gates of the citadel or inner town, were warned off by sentinels with long poles, but no impediments were ever thrown in the way of our examining the shops, or the different manufactories, with which the other parts of this immense city abound; and as the sight of Europeans was familiar to the people, no notice was taken of us, and every one continued at his business as if no stranger was looking on. The gentlemen of the Embassy, when they returned from travelling upwards of a thousand miles through the interior of the country, declared that in a few days they had seen in Canton not only everything they had met with before, but could observe it to better purpose than during the journey.

"The only evil likely to attend these perambulations through the streets,

was the loss of a handkerchief or two. A Chinese thief picked my pocket one day, so dexterously, that I did not perceive the loss: but my companion, the same gentleman who had silenced the significant salutation of the Chinese boatmen, and who was better acquainted with the people, detected the rogue, and caught him by the end of his long tail, as it was whisking round the corner of the street. He began instantly to belabour the thief with his cane, and what seemed odd enough, to the entire satisfaction of the multitude, who, so far from attempting a rescue, encouraged the due infliction of this discipline. After a certain number of blows had been given, however, there was a cry of 'enough,' and I was informed that if the punishment had not been discontinued at once, the extra allowance bestowed on the culprit, would have been paid back to the donor with a certain per-centage of interest. It seems every conceivable offence in China has its numerical value expressed in terms of the bamboo, by which alone it can be expiated; and as this scale is well known to every man in the streets, a stranger is safe in administering the law himself, since he may be quite sure of having a limit set to his proceedings when, according to the refined calculus alluded to, justice has been satisfied. I was never very desirous of putting this to the test of actual experiment, but some days afterwards when the same fellow again picked my pocket, I seized him by the collar and was carrying him to the Police Office close at hand, when he fell on his knees and supplicated me to beat him, knowing perhaps that the sitting Mandarin would not let him off so cheaply as I should. The oddity of the request disarmed me entirely, and I gave him a small copper coin, bidding him not rob me any more—and he adhered faithfully to his promise, although I passed him frequently every day. This man was as well known to the police, as our professional rogues in London are said to be to the officers of Bow-Street, and as far as I could learn, made his bread by the same laudable calling. The convention between him and me did not extend to my countrymen, however, and in the course of ten days, one of the midshipmen of my ship, a careless, gaping mortal, whose insatiable curiosity led him to wander in a sort of ecstacy through the streets, lost no less than twelve pocket-handkerchiefs; so that he became a sort of little fortune to my friend the pickpocket, who looked very ill pleased one day when I passed in company with the youngster, and by keeping between them convoyed him in safety for once. This persevering rogue never shifted his station, but sat curled up like a spider in his hole, at the end of one of the numerous little bridges which cross the streets of Canton. It may not be uninteresting to Italian travellers to mention that about two years afterwards, when in Venice, I was struck with the exact resemblance between one of the canal bridges of that city, and the post of this Chinese thief.

"On the first of January 1817, a grand procession of the boats of the men-of-war, and of all the Indiamen, left Canton, where they had been assembled in readiness for two days, and rowed about a league and a half up the river to meet the Ambassador. The Chinese authorities were sorely

annoyed by such a host of men in their city, for there were thirty large boats, each carrying about sixteen men, all dressed alike, and kept in the strictest discipline under their respective officers. These preparations were made to ensure the Ambassador as respectable an entry into the city as possible, but not until it was found, upon application to the local government, that it was intended to pay him none of the usual honours. When the baffled Viceroy, however, beheld boat after boat arriving in his city, he would have been glad to have made any conditions on the subject of Lord Amherst's reception; but Captain Maxwell had taken his line, and it was now too late.

"When the procession reached the Factory, the boats drew up and saluted his Excellency with three hearty cheers, the sound of which reached as far as the Viceroy's palace, and is said to have disturbed him exceedingly."

The last additional chapter contains the following account of Captain Hall's interview with Napoleon Buonaparte, at St. Helena, in 1817.

"In pursuance of Captain Maxwell's plan, arrangements were made by which Lord Amherst left Canton with still greater pomp and ceremony than he had entered it. He embarked at Wampoa on board the Alceste, which for this purpose was anchored at the highest point ever reached by any foreign ship; and such was the improvement in Chinese manners in the interval, that as the frigate dropped down the river, and passed the batteries a second time, the British flag was honoured by a complimentary salute from each in succession. The Embassy finally quitted China in January 1817. The subsequent fate of the frigate, and the new and arduous duties which fell to the lot of her commander on that trying occasion, are well known to the world. The Lyra was sent to Calcutta with despatches to the Governor-general; from whence she proceeded to Madras and the Isle of France, and after a prosperous and pleasant passage round the Cape of Good Hope, anchored at St. Helena on the 11th of August.

"Of course, nothing could engage our attention on arriving at this island so strongly as its wonderful inhabitant, Napoleon Buonaparte. For many weeks before, the probability of seeing him had engrossed the thoughts of every one on board in a degree which it is difficult to describe, and would hardly be credited by those who, from distance or other circumstances, never by any possibility could have been admitted to his presence. Whatever prejudices or opinions we might previously have entertained respecting his character, every former sentiment was now overwhelmed by the intense anxiety to see a man who had exercised such an astonishing influence over the destinies of mankind. The vivid interest recently excited in our minds by travelling into remote countries, and being the first to contemplate unknown nations, and a totally new state of manners, high though it had

been, and universally felt, was feeble in comparison to what we now experienced, when conscious of being within so short a distance of such a man as Napoleon. I say this without the least affectation, but simply as a curious fact in the history of curiosity, if I may use so quaint an expression, by which every individual on board, high as well as low, was infinitely more occupied about this one man, than he had been with all the incidents of our singular voyage put together. Even those of our number who, from their situation, could have no chance of seeing him, caught the fever of the moment, and the most cold and indifferent person on board was roused on the occasion into unexpected excitement. If this were true of others, it was ten times more striking in the case of those who had any expectation of being admitted to an interview; and I landed with two gentlemen who were passengers in my ship, in a state of greater anxiety than I ever experienced before or since.

"As I had the pleasure of being personally acquainted with the governor and his family, and had received an invitation to live at Plantation House, I calculated with some confidence on the assistance which this acquaintance would afford in forwarding the object in view. Before taking any steps, however, I waited upon the Admiral to receive his orders for my further proceedings. He had no objections to my attempting to see Buonaparte, but gave me very slender hopes of success; and on reaching the governor's country-house, I was much disappointed by finding that Buonaparte and he were on terms which rendered it impossible for him to request an interview for any stranger. He most kindly, however, undertook to do all that was in his power, and immediately wrote a note to Captain Blakeney, the officer who was at that period in charge of Longwood, to say that I had just arrived from the Eastern Seas, and was desirous of waiting upon General Buonaparte, to whom my wishes were to be made known in the manner most likely to succeed.

"No answer came that evening; and I did not sleep a wink all night. A positive refusal would probably have had a different effect; the disappointment must have been submitted to; but this uncertainty was harassing and agitating in a degree which, though it surprised me a good deal at the time, I have since learned to consider perfectly natural: for I see abundant explanation of my anxiety and want of rest, on comparing what I feel now on the subject, with the lasting regret I should inevitably have experienced, had I failed, when so very near, to see the most remarkable man of the age.

"This night was succeeded by a still more anxious morning. After breakfast an answer came from Longwood to say, that my name had been mentioned to Buonaparte, as well as my desire of paying my respects to him; but it seemed he had not taken the slightest notice of the communication. Captain Blakeney added, that he thought it might be as well for me to come to Longwood, as Buonaparte might possibly choose to receive

me if actually on the spot: I accordingly rode over, accompanied by my two companions.

"Dr. O'Meara and Captain Blakeney received us as we entered the grounds of Longwood, but gave us no hopes. Buonaparte, they were sorry to say, was not in a humour to see any one; he had not even mentioned my name; and in all probability did not choose to have the subject spoken of again. It was a pity, they said, that we had not been a few minutes sooner, as he had been walking in the garden, and we might at least have had the satisfaction of seeing him. Here was a fresh mortification, and we felt that we could have gone away contented and happy had we got but one glimpse of him, and have had it to say, or rather to feel and recollect, that so prodigious a meteor had not shot across the political sky of our times without arresting, if only for an instant, our actual observation.

"I have often heard this description and degree of curiosity called unreasonable, and have even known some people who said they would have cared mighty little to see Buonaparte; that in short they would hardly have crossed the street merely to see him. With such persons I can acknowledge no sympathy in this matter; and without fearing to lay myself open to the charge of trifling, I can assert with confidence, that no exertions I have ever made, have been nearly so well repaid by subsequent reflection, as those which have had for their object to get even a momentary view of distinguished men. This is most especially true in the case of Buonaparte; and it would be easy, were it not tedious and out of place, to explain, and, as I think, to justify all this.

"Meanwhile we proceeded onwards to Count Bertrand's house, at the bottom of the gently sloping bank, on the western brow of which stood the dwelling of Buonaparte. Between the two houses lay a neat flower-garden, intersected by gravel walks, and enclosed by a low hedge: the immediate vicinity was distinguished from the surrounding bleak and desolate country by a few trees, dropped as if by accident in the desart. The Countess Bertrand received us in the midst of her family, in a small, low, uncomfortable apartment, which was rendered still more incommodious in consequence of some repairs in another part of the house, from whence the furniture had been removed; so that sofas, beds, and tables, were huddled together where they had no proper places. The good lady herself seemed to be suffering from toothache; the day was cold, and the scanty fire scarcely warmed the room; a little child was moaning in its mother's arms, and in short, everything wore an air of discomfort. The person most concerned, however, appeared to be the least sensible of anything being wrong, and received us with smiles and kindness, and spared us all apology for the disorganized state of her establishment. Several very pretty children hearing the voices of strangers, came running in, and played merrily round us during all our stay, unconscious, poor little things, of the strange reverses of fortune under which their parents were

suffering. The Countess appeared a remarkably lady-like person; and what was more to our purpose, spoke English perfectly well, and soon gained our good-will by the active interest she took in the object we had so much at heart, and on which alone we could think or speak. In a short time she had wrought herself into so much anxiety about our seeing the Emperor, that a stranger coming in might have thought she was one of the party who were endeavouring to see him for the first time. Her husband was also very obliging, and seemed willing to forward our views as much as lay in his power; but he partook little of the vivacity of his wife, and seemed upon the whole rather out of spirits, and not altogether pleased with his situation. He described himself, indeed, as having suffered considerably in health from the confinement and the insalubrious air of the climate.

"After sitting for about half an hour chatting on various topics, but always coming round to the original subject which filled our thoughts, Count Bertrand caught some portion of the interest we felt, and in which his wife so strongly participated. He said it was just possible the Emperor might admit us; at all events he would wait upon him, to communicate our wishes, and return presently to let us know how he had fared in his mission. The interval was passed in a state of the utmost anxiety, and at every casual sound which we thought might be Count Bertrand's footstep, we started up, in expectation of a summons. Madame Bertrand meanwhile alternately consoled us, and rallied us upon our taking the matter so much to heart. Half an hour at least elapsed before we heard anything of his success: at length the door opened, and instead of the Grand Marshal himself, a servant entered and said he was desired to tell us, that the Emperor, on returning from his walk, had thrown off his coat, and lain down on the sofa; in short, that he did not choose to receive any visitors.

"Here, then, was a termination to all our expectations; and we rose to take leave with a mixed feeling of regret at having lost the pleasure we had promised ourselves; some degree of provocation at Napoleon's cavalier treatment of us; and perhaps a little dash of self-reproach, for having given the whole affair such immense importance.

"After mounting our horses, and riding away for about a quarter of a mile, it was recollected we had not seen Dr. O'Meara on leaving the grounds of Longwood; and, having heard that this gentleman was intimately acquainted with Buonaparte's disposition and habits, we turned our horses' heads back again, and found the Doctor at the gate. He gave us little or no hopes of accomplishing a sight of Buonaparte by any means he could think of; and we were just coming away, when I chanced to mention my regret at not seeing the Emperor, as I wished to ask about Brienne, where my father, Sir James Hall, had passed some time at the very period he was a student at the Military College there. Dr. O'Meara said this materially altered the case, since Buonaparte took great interest

in every circumstance relative to Brienne, however minute, and might very possibly have admitted me, had he known more particularly who I was. He added, that Buonaparte had already made some inquiries respecting the Lyra's voyage to the East, but was not sufficiently interested by what he had heard, to see me on that account alone; and that some farther motive was wanting to induce him to afford me an audience. It was now, however, long past his usual hour of seeing company, and Dr. O'Meara recommended us to go away for the night, promising, if an opportunity occurred, to speak to him on the subject; and, if anything encouraging took place, to inform the Governor of it by telegraph. With this slender hope we again left Longwood; my friends took the direct road to James's Town, while I recrossed the hills to Plantation-House.

"We were greatly surprised next morning not to receive any telegraphic message, favourable or otherwise; but I kept my horse at the door, saddled, and all ready to start at a moment's warning. At one o'clock it was discovered that a signal had been made and duly received, more than an hour before, at the gate of Plantation-House, to the following effect:—'General Buonaparte wishes to see Captain Hall at two o'clock.' The signal-man, knowing nothing of me, naturally conceived that I must be in James's Town, and repeated the signal to the Fort, near the anchorage; so that it was not until the message had been transmitted back again from the town to Plantation-House, that I knew anything of the matter.

"It was as much as I could now do to save my time, by galloping at the risk of my neck over the hills to Longwood, at the gate of which I found the other gentlemen, who had hurried from the ship on hearing of the signal. The Countess Bertrand, to whose house we were conducted, was unaffectedly delighted to hear the news. Her rooms were now all in order, the toothache gone, and everything wore a more smiling aspect than on the day before.

"The Count informed us it was the Emperor's desire that I should be introduced first, alone, and my companions afterwards, together. As I had been told of his impatient manner to those who understood French imperfectly, I requested General Bertrand to be present, in case I should happen not to understand what was said, or, from want of familiarity with the language, not be able to make myself understood. He assured me that there need be no difficulty on this head; and observed, that I was quite mistaken in supposing the Emperor at all impatient on such occasions, since, on the contrary, he was extremely considerate, and always ready to make allowances. Thus reassured, I proceeded to an anti-room, where I waited for about ten minutes, till a servant announced, that his Majesty the Emperor was ready to receive me.

"On entering the room, I saw Buonaparte standing before the fire, with his head leaning on his hand, and his elbow resting on the chimney-piece. He looked up, and came forward two paces, returing my salutation with a careless sort of bow, or nod. His first question was, 'What is your name?'

and, upon my answering, he said, 'Ah,—Hall—I knew your father when I was at the Military College of Brienne—I remember him perfectly—he was fond of mathematics—he did not associate much with the younger part of the scholars, but rather with the priests and professors, in another part of the town from that in which we lived.' He then paused for an instant, and as he seemed to expect me to speak, I remarked, that I had often heard my father mention the circumstance of his having been at Brienne during the period referred to; but had never supposed it possible that a private individual could be remembered at such a distance of time, the interval of which had been filled with so many important events. 'Oh no,' exclaimed he, 'it is not in the least surprising; your father was the first Englishman I ever saw, and I have recollected him all my life on that account.'

"It may be right to mention here, that although the conversation was carried on entirely in French, I prefer reporting it in English, as I can be certain of conveying the correct meaning in a translation, while I could hardly pretend to give the precise words in the original language; certainly not the exact turn of expression; and a false conception might therefore be formed of what passed. The notes from which this account is drawn up, were made within a few hours after leaving Longwood, before I slept, or was engaged in any other occupation. But in fact, the impression left upon my mind by the whole scene dwelt on my thoughts, to the exclusion of almost every thing else, for many days afterwards.

"In a few seconds after making this remark, Buonaparte asked, with a playful expression of countenance, as if amused with what he was saying, 'Have you ever heard your father speak of me?' I replied instantly, 'Very often.' Upon which he said, in a quick, sharp tone, 'What does he say of me?' The manner in which this was spoken seemed to demand an immediate reply, and I said that I had often heard him express great admiration of the encouragement he had always given to science while he was Emperor of the French. He laughed and nodded repeatedly, as if gratified by what was said.

"His next question was, 'Did you ever hear your father express any desire to see me?' I replied that I had heard him often say there was no man alive so well worth seeing, and that he had strictly enjoined me to wait upon him if ever I should have an opportunity.' 'Very well,' retorted Buonaparte, 'if he really considers me such a curiosity, and is so desirous to see me, why does he not come to St. Helena for that purpose?' I was at first at a loss to know whether this question was put seriously or ironically; but as I saw him waiting for an answer, I said my father had too many occupations and duties to fix him at home. 'Has he any public duties? Does he fill a public station?' I told him, 'none of an official nature; but that he was President of the Royal Society of Edinburgh, the duties of which claimed a good deal of his time and attention. This observation gave rise to a series of inquiries respecting the constitution of the society in question. He made me describe the duties of all the office-bearers, from

the president to the secretary, and the manner in which scientific papers were brought before the society's notice: he seemed much struck, I thought, and rather amused, with the custom of discussing subjects publicly at the meetings in Edinburgh. When I told him the number of members was several hundreds, he shook his head, and said, 'All these cannot surely be men of science?' When he had satisfied himself on this topic, he reverted to the subject of my father, and after seeming to make a calculation, observed, 'Your father must, I think, be my senior by nine or ten years—at least nine—but I think ten. Tell me, is it not so?' I answered, that he was very nearly correct. Upon which he laughed and turned almost completely round on his heel, nodding his head several times. I did not presume to ask him where the joke lay, but imagined he was pleased with the correctness of his computation. He followed up his enquiries by begging to know what number of children my father had; and did not quit this branch of the subject till he had obtained a correct list of the ages and occupation of the whole family. He then asked, 'How long were you in France?' and on my saying I had not yet visited that country, he desired to know where I had learned French. I said, from Frenchmen on board various ships of war. 'Were you the prisoner amongst the French,' he asked, 'or were they your prisoners?' I told him my teachers were French officers captured by the ships I had served in. He then desired me to describe the details of the chase and capture of the ships we had made prize of; but soon seeing that this subject afforded no point of any interest, he cut it short by asking me about the Lyra's voyage to the Eastern Seas, from which I was now returning. This topic proved a new and fertile source of interest, and he engaged in it, accordingly, with the most astonishing degree of eagerness.

"The opportunities which his elevated station had given Napoleon of obtaining information on almost every subject, and his vast power of rapid and correct observation, had rendered it a matter of so much difficulty to place before him anything totally new, that I considered myself fortunate in having something to speak of beyond the mere common places of a formal interview. Buonaparte has always been supposed to have taken a particular interest in Eastern affairs; and from the avidity with which he seemed to devour the information I gave him about Loo-Choo, China, and the adjacent countries, it was impossible to doubt the sincerity of his oriental predilections. A notion also prevails, if I am not mistaken, that his geographical knowledge of those distant regions was rather loose—a charge which, by the way, Buonaparte probably shares with most people. I was, therefore, not a little surprised to discover his ideas upon the relative situation of the countries in the China and Japan seas to be very distinct and precise. On my naming the island of Loo-Choo to him, he shook his head as if he had never heard of it before, and made me tell him how it bore from Canton, and what was the distance. He next asked its bearing with respect to Japan and Manilla, by the intersection of which three

lines, in his imagination, he appeared to have settled its position pretty accurately, since every observation he made afterwards appeared to imply a recollection of this particular point. For instance, when he spoke of the probability of the manners and institutions of the Loo-Choons having been influenced by the interference of other countries, he drew correct inferences as far as geographical situation was concerned. Having settled where the island lay, he cross-questioned me about the inhabitants with a closeness—I may call it a severity of investigation—which far exceeds everything I have met with in any other instance. His questions were not by any means put at random, but each one had some definite reference to that which preceded it or was about to follow. I felt in a short time so completely exposed to his view, that it would have been impossible to have concealed or qualified the smallest particular. Such, indeed, was the rapidity of his apprehension of the subjects which interested him, and the astonishing ease with which he arranged and generalized the few points of information I gave him, that he sometimes outstripped my narrative, saw the conclusion I was coming to before I spoke it, and fairly robbed me of my story.

"Several circumstances, however, respecting the Loo-Choo people, surprised even him a good deal; and I had the satisfaction of seeing him more than once completely perplexed, and unable to account for the phenomena which I related. Nothing struck him so much as their having no arms. 'Point d'armes!' he exclaimed, 'c'est à dire point de cannons—ils ont des fusils?' Not even muskets, I replied. 'Eh bien donc—des lances, ou, au moins, des arcs et des fleches?' I told him they had neither one nor other. 'Ni poignards?' cried, he with increased vehemence. No, none. 'Mais!' said Buonaparte, clenching his fist, and raising his voice to a loud pitch, 'Mais! sans armes, comment se bat-on?'

"I could only reply, that as far as we had been able to discover, they had never had any wars, but remained in a state of internal and external peace. 'No wars!' cried he, with a scornful and incredulous expression, as if the existence of any people under the sun without wars was a monstrous anomaly.

"In like manner, but without being so much moved, he seemed to discredit the account I gave him of their having no money, and of their setting no value upon our silver or gold coins. After hearing these facts stated, he mused for some time, muttering to himself, in a low tone, 'Not know the use of money—are careless about gold and silver.' Then looking up, he asked, sharply, 'How then did you contrive to pay these strangest of all people for the bullocks and other good things which they seem to have sent on board in such quantities?' When I informed him that we could not prevail upon the people of Loo-Choo to receive payment of any kind, he expressed great surprise at their liberality, and made me repeat to him twice, the list of things with which we were supplied by these hospitable islanders.

"I had carried with me, at Count Bertrand's suggestion, some drawings of the scenery and costume of Loo-Choo and Corea, which I found of use in describing the inhabitants. When we were speaking of Corea, he took one of the drawings from me, and running his eye over the different parts, repeated to himself, 'An old man with a very large hat, and long white beard, hat—a long pipe in his hand—a Chinese mat—a Chinese dress,—a man near him writing—all very good and distinctly drawn.' He then required me to tell him where the different parts of these dresses were manufactured, and what were the different prices—questions I could not answer. He wished to be informed as to the state of agriculture in Loo-Choo,—whether they ploughed with horses or bullocks—how they managed their crops; and whether or not their fields were irrigated like those in China, where, as he understood, the system of artificial watering was carried to a great extent. The climate, the aspect of the country, the structure of the houses and boats, the fashion of their dresses, even to the minutest particular in the formation of their straw sandals and tobacco pouches, occupied his attention. He appeared considerably amused at the pertinacity with which they kept their women out of our sight, but repeatedly expressed himself much pleased with Captain Maxwell's moderation and good sense, in forbearing to urge any point upon the natives, which was disagreeable to them, or contrary to the laws of their country. He asked many questions respecting the religion of China and Loo-Choo, and appeared well aware of the striking resemblance between the appearance of the Catholic Priests and the Chinese Bonzes; a resemblance which, as he remarked, extends to many parts of the religious ceremonies of both. Here, however, as he also observed, the comparison stops; since the Bonzes of China exert no influence whatsoever over the minds of the people, and never interfere in their temporal or eternal concerns. In Loo-Choo, where everything else is so praiseworthy, the low state of the priesthood is as remarkable as in the neighbouring continent, an anomaly which Buonaparte dwelt upon for some time without coming to any satisfactory explanation.

"With the exception of a momentary fit of scorn and incredulity when told that the Loo-Chooans had no wars or weapons of destruction, he was in high good humour while examining me on these topics. The cheerfulness, I may almost call it familiarity, with which he conversed, not only put me quite at ease in his presence, but made me repeatedly forget that respectful attention with which it was my duty, as well as my wish on every account, to treat the fallen monarch. The interest he took in topics which were then uppermost in my thoughts, was a natural source of fresh animation in my own case; and I was thrown off my guard, more than once, and unconsciously addressed him with an unwarrantable degree of freedom. When, however, I perceived my error, and of course checked myself, he good-humouredly encouraged me to go on in the same strain, in a manner so sincere and altogether so kindly, that I was in the next instant as much at my ease as before.

'What do these Loo-Choo friends of yours know of other countries?' he asked. I told him they were acquainted only with China and Japan. 'Yes, yes,' continued he; 'but of Europe? What do they know of us?' I replied, 'They know nothing of Europe at all; they know nothing about France or England; neither,' I added, 'have they even heard of your Majesty.' Buonaparte laughed heartily at this extraordinary particular in the history of Loo-Choo; a circumstance, he may well have thought, which distinguished it from every other corner of the known world.

"I held in my hand a drawing of Sulphur Island, a solitary and desolate rock in the midst of the Japan sea. He looked at it for a moment, and cried out, 'Why this is St. Helena itself.' When he had satisfied himself about our voyage, or at least had extracted everything I could tell him about it, he returned to the subject which had first occupied him, and said in an abrupt way, 'Is your father an Edinburgh Reviewer?' I answered, that the names of the authors of that work were kept secret, but that some of my father's works had been criticised in the journal alluded to. Upon which he turned half round on his heel towards Bertrand, and nodding several times, said, with a significant smile, 'Ha! ha!' as if to imply his perfect knowledge of the distinction between author and critic.

"Buonaparte then said, 'Are you married?' and upon my replying in the negative, continued, 'Why not? What is the reason you don't marry?' I was somewhat at a loss for a good answer, and remained silent. He repeated his question, however, in such a way, that I was forced to say something, and told him I had been too busy all my life; besides which, I was not in circumstances to marry. He did not seem to understand me, and again wished to know why I was a bachelor. I told him I was too poor a man to marry. 'Aha!' he cried, 'I now see—want of money—no money—yes, yes!' and laughed heartily; in which I joined, of course, though, to say the truth, I did not altogether see the humorous point of the joke.

"The last question he put related to the size and force of the vessel I commanded, and then he said, in a tone of authority, as if he had some influence in the matter, 'you will reach England in thirty-five days'—a prophecy, by the by, which failed miserably in the accomplishment, as we took sixty-two days, and were nearly starved into the bargain. After this remark he paused for about a quarter of a minute, and then making me a slight inclination of his head, wished me a good voyage, and stepping back a couple of paces, allowed me to retire.

"My friends, Mr. Clifford and Mr. Harvey, were now presented to him. He put some civil commonplace questions, and after an audience of a few minutes, dismissed them.

"Buonaparte struck me as differing considerably from the pictures and busts I had seen of him. His face and figure looked much broader and more square, larger, indeed, in every way, than any representation I had met with. His corpulency, at this time universally reported to be excessive, was by no means remarkable. His flesh looked, on the contrary,

firm and muscular. There was not the least trace of colour in his cheeks; in fact, his skin was more like marble than ordinary flesh. Not the smallest trace of a wrinkle was discernible on his brow, nor an approach to a furrow on any part of his countenance. His health and spirits, judging from appearances, were excellent; though at this period it was generally believed in England, that he was fast sinking under a complication of diseases, and that his spirits were entirely gone. His manner of speaking was rather slow than otherwise, and perfectly distinct: he waited with great patience and kindness for my answers to his questions, and a reference to Count Bertrand was necessary only once during the whole conversation. The brilliant and sometimes dazzling expression of his eye could not be overlooked. It was not, however, a permanent lustre, for it was only remarkable when he was excited by some point of particular interest. It is impossible to imagine an expression of more entire mildness; I may almost call it of benignity and kindliness, than that which played over his features during the whole interview. If, therefore, he were at this time out of health and in low spirits, his power of self command must have been even more extraordinary than is generally supposed; for his whole deportment, his conversation, and the expression of his countenance, indicated a frame in perfect health, and a mind at ease.

"We sailed next morning from St. Helena, and reached England in the middle of October, 1817, after an absence of twenty months. In that brief interval we had traversed a distance of nearly forty-two thousand miles, or little short of twice the circuit of the globe, having visited great part of the coast of China, many islands of the Eastern Archipelago and Japan Seas, several of the principal stations on the continent and islands of India, and twice rounded the Cape of Good Hope."

Captain Hall obtained post-rank, Nov. 5, 1817; and subsequently made a tour on the continent of Europe. In May, 1820, he was appointed to the Conway 26; and on the 10th Aug. following, he sailed from England for the South American station. After touching at Teneriffe, Rio de Janeiro, and the River Plate, he received orders from Commodore Sir Thomas Hardy to proceed to Valparaiso, where he arrived "at a moment when the Christmas festivities were at their height, and multitudes of people had been attracted from the country to witness the bull-fights and other shews." The following are extracts from a journal written by him while employed on the coasts of Chili, Peru, and Mexico, in the years 1820, 1821, and 1822:—

"Whilst we were establishing an agreeable acquaintance with the inhabitants of the capital, our intercourse was suddenly cut short by a circum-

stance which obliged me to return with my officers to the port. Accounts had reached Santiago that a French line-of-battle ship and a frigate had touched at Conception, and intended soon to visit Valparaiso. The arrival of such a force at this moment excited considerable sensation among the Chilians, many of whom entertained apprehensions of its object being hostile. Whatever might be the intention of the French Admiral towards the Chilians, I felt it right to be on board the Conway at the time of his arrival; and therefore lost not a moment in returning to Valparaiso. To quit the capital at this time was to me a matter of considerable regret, both on account of the agreeable society, and of the importance of cultivating the personal acquaintance of men with whom I was likely afterwards to hold official intercourse.

"The independence of the South American states had not yet been acknowledged by England; neither had any consuls or accredited political agents been sent out. The commercial intercourse, however, between the two countries being already very extensive, and every day increasing, points of doubt often arose, which made it necessary to open frequent correspondence of a diplomatic and commercial nature with the various local governments. The only constituted authority on the part of England, in that quarter of the globe, was the naval commander-in-chief; and upon him necessarily devolved the whole responsibility of all these discussions. The task was one of great difficulty and importance, chiefly from the vast extent of his command, and the uncertainty and delay of all communications. The varying nature also of every political relation in those countries—the instability and inexperience of the governments—the agitated state of the public mind, with the consequent absence of mercantile confidence—the novelty, in short, of every institution—all conspired to complicate, in a remarkable degree, a subject at no time simple, or of easy management. Owing to the difficulty of communication between the different parts of the station, it became impossible for the commander-in-chief to attend to the details of business at more than one spot: the ships of the squadron were therefore distributed at those points where the presence of a British authority was most essentially required, namely, Rio de Janeiro in Brazil; Buenos Ayres in the River Plate; Valparaiso in Chili; Lima in Peru; and San Blas on the coast of Mexico. There were, besides, many intermediate ports, where the activity of our merchants had found means to introduce a taste for our manufactures; and all these places required to be occasionally visited, that the British interest might not want protection.

"Without going into details which might perhaps seem tedious, it would be difficult to give a comprehensive view of the various duties, which at this juncture devolved upon the captains of his Majesty's ships stationed along the coast of South America and Mexico. It may be sufficient to mention, that as the whole of the consulate affairs fell to their charge, every dispute which arose between British subjects and the local

governments was necessarily carried on through them. This was rather a new class of obligations for naval officers, but it was one which, from their being the only disinterested individuals on the spot, they alone were qualified to undertake. The greater number of the misunderstandings alluded to arose out of commercial regulations, which the merchants complained of as oppressive; sometimes they originated in the actual seizure of English vessels, on the plea that attempts were made to introduce goods without paying the established duties; sometimes the merchants were accused of concealing Spanish property in their ships; at others the laws of the port, or of the country generally, were said to be infringed, the imputed delinquency being followed by imprisonment, or by confiscation of property. On these, and many other occasions, appeals to Government, from the captains of his Majesty's ships, were looked for: it was, however, their special duty merely to remonstrate, and, if possible, to arrange matters amicably, but on no occasion to threaten or to act hostilely without instructions from the commander-in-chief, in reply to the representations made to him of all the circumstances. But, in almost every case, it was of immediate consequence to the advancement of the commercial interests, that such disputes as have been alluded to should be settled at the moment. The state of trade, indeed, and of every political circumstance in these countries, was liable to such perpetual fluctuation, that, long before an answer could be received from the Commodore, every thing material in the case might be altered. The impossibility of foretelling changes, or of estimating, with any precision, the probable effect of the great political convulsions by which the country was torn, rendered it a matter of great difficulty for the commander-in-chief to give instructions to his officers, for whose proceedings, however, he was officially responsible. Still less, it may be supposed, could his Majesty's Government at home have any clear conception of what ought to be the details of management, in the midst of such a prodigious confusion of circumstances, varying every hour. In the end, it became obvious that the only method was, to make the officers well aquainted with the general principles by which their conduct was to be regulated, and to leave them afterwards, as a matter of absolute necessity, to act to the best of their judgment and abilities, according to circumstances, but always in the spirit of their instructions. With every possible care, however, cases would sometimes occur, so difficult and complicated, as to seem utterly incapable of adjustment, without an extension of their powers. On such occasions, a reference to higher authority became indispensable.

"The port duties, on the other hand, were of an easier nature, relating chiefly to matters of difference between our own countrymen, and regulated, to a certain extent, by established written authorities, which might be referred to. As the number of merchant ships in harbour was generally considerable, these discussions became very engrossing, and, when superadded to our ordinary professional avocations, often left us little leisure for

attending to the novel scenes of a local and characteristic nature, daily passing around us.

"It will readily be understood how materially our objects, in the official intercourse above alluded to, were likely to be forwarded by a previous personal acquaintance with the parties on both sides of the question. For it often happened that both were to blame; and the only mode of adjustment, therefore, was by compromise, through the instrumentality of a disinterested third party, the success of whose interference would evidently depend very much upon his knowledge of the respective characters of the disputants. It was on this account, chiefly, that I wished to have remained longer in the capital, to have seen more of the different members of Government, as well as to extend my acquaintance amongst the English residents, and the merchants of the country.

"I reached Valparaiso before the French ships made their appearance, and was much struck with the ill-suppressed anxiety with which the inhabitants awaited the event. National pride forbade the expression of any alarm, but a knowledge of the defenceless state of the place filled them with very natural apprehension. Nothing, however, as the event proved, could be more unfounded than such fears; for the Frenchmen, after a short and friendly visit, sailed away again, carrying off the hearts of half the ladies of the port."

On the 22d Jan. 1821, the Owen Glendower frigate arrived at Valparaiso; and on the 27th, the Conway sailed for Callao, the sea-port of Lima, where she arrived after a passage of nine days.

"At the time of our arrival, the state of Peru, both domestic and political, was highly interesting, though differing in almost every particular from that of Chili.

"In Chili, national independence had been for several years established, and a free and extensive commerce had, as a natural consequence, speedily sprung up; knowledge was gradually making its way; the moral and political bonds in which the minds of the people had been so long constrained were broken asunder: and the consequences of such freedom were rapidly developing themselves in a thousand shapes. In Peru, on the contrary, the word Independence was now heard for the first time; but as yet only in whispers, under the protection of San Martin's cannon. In Lima, where such free sentiments were still deemed treasonable, prejudice and error had established their head-quarters; and the obstinate bigotry with which old customs and opinions were adhered to, was rather strengthened than diminished by the apprehension of a total subversion of the whole system. The contrast between the two countries, Chili and Peru, as it met our eyes, was most striking; and if due justice could be done to the description of each, a pleasing inference would be drawn by every Englishman in favour of the popular side of the question.

"The contrast between a country in a state of war, and one in a state of peace, was, perhaps, never more strikingly displayed than upon this occasion; but, besides the interest arising out of such contrast, as applicable to the states of peace and war, the view was curious and instructive, as displaying the rapid effect produced by a change in the government of one of the two countries. As long as both were similarly administered, Peru had an infinite advantage over Chili in wealth and importance; but as soon as Chili became independent, she at once assumed the superiority.

"We left Valparaiso harbour filled with shipping, its custom-house wharfs piled high with goods, too numerous and bulky for the bid warehouses; the road between the port and the capital was always crowded with convoys of mules, loaded with every kind of foreign manufacture; while numerous ships were busy taking in cargoes of the wines, corn, and other articles, the growth of the country, and large sums of treasure were daily embarked for Europe, in return for goods already distributed over the interior. A spirit of enquiry and intelligence animated the whole society: schools were multiplied in every town; libraries established; and every encouragement given to literature and the arts: and as travelling was free, passports were unnecessary. In the manners, and even in the gait of every man, might be traced the air of conscious freedom and independence. In dress also a total change had very recently taken place, and from the same causes. The former uncouth, and almost savage costume of the ladies, and the slovenly cloaks worn by the men, had given way to the fashions of Europe: and although these may be deemed circumstances almost too minute to mention, they are not unimportant when connected with feelings of national pride, heretofore unknown. It is by these, and a multitude of other small changes, that these people are constantly reminded of their past compared with their present situation; and it is of essential use to their cause, that they should take delight in assimilating themselves, even in trifles, with other independent nations of the world.

"No such changes, and no such sentiments, were as yet to be found in Peru. In the harbour of Callao, the shipping were crowded into a corner, encircled by gun-boats, close under the fort, and with a strong boom drawn round them. The custom-house was empty, and the door locked; no bales of goods rose in pyramids on the quays; no loaded mules covered the road from Callao to Lima; nor during the whole ascent was an individual to be seen, except, perhaps, a solitary courier galloping towards the fortress. In Lima itself the difference was as striking: jealousy and distrust of one another, and still more of strangers, filled every breast; disappointment and fear, aggravated by personal inconvenience and privation, broke up all agreeable society; rendering this once great, luxurious, and happy city, one of the most wretched places on earth.

"Lima was not, however, on this account, the less interesting to a stranger: and although we often regretted not seeing it in its days of glory, we could not but esteem ourselves fortunate, in having an opportunity of wit-

nessing the effect of a combination of circumstances, not likely to be met with again. The immediate cause of this unhappy state of things, was the spirit of independence which had recently burst forth in South America; and it may be remarked, that none of those free states have achieved their liberty without first ruining a similar course of suffering—a sort of ordeal, to purify them from the contamination of their former degradation.

"Lima, up to this period, had been exempted from the sufferings of the countries by which she was surrounded. It is true there had been wars of a revolutionary character, in the interior of Peru; but their desolating effect had not till now reached the capital, the inhabitants of which went on in their usual style of splendid luxury, in thoughtless ease and security, till the enemy came and knocked at the 'silver gates of the city of the kings,' as Lima was proudly called in the days of her magnificence. San Martin's expedition took the Limenians quite by surprise; for they had always held Chili in contempt, as a mere appendage to Peru, from which no attack could be apprehended. The attack, however, was made, by land and by sea; and while San Martin was making head steadily with his troops, drawing nearer and nearer to the capital, cutting off its supplies, and gaining over to his cause all the districts through which he passed; Lord Cochrane swept the sea of Spanish ships; blockaded the Peruvian ports; and carried off their finest frigate, from under the very guns of their strongest fort.

"The violent irritation produced in Lima, by these operations of the enemy was quite natural; for the fortunes of the inhabitants, who had been accustomed for ages to revel in luxury and wealth, were now reduced to the lowest ebb; and the Spaniards, proud by birth and education, were cut to the soul by such humiliating reverses, of which these unaccustomed privations made them only the more sensible. As they were aware that Lord Cochrane and the greater part of his officers and crew were English, it was to be expected they would be jealous and distrustful of all Englishmen, however unconnected with the Chilians, or however circumspect in their conduct. A person professing neutrality is placed in an awkward situation, between two contending parties: his indifference is ascribed to ill-will—the slightest expression which escapes him in favour of the other party is resented as hostility—and any agreement, on a single point, is instantly seized upon as an indubitable proof of his friendly disposition.

"To a mere traveller, this state of things might have been amusing enough; but to us, who had a particular line of conduct to pursue, and a number of objects to attend to, it was frequently the source of considerable embarrassment. We were obliged to communicate occasionally with both parties, on business relative to commerce, and other matters affecting the British interests; and as the nature of the subject often required personal intercourse, we were inevitably led, at times, to a greater degree of apparent familiarity with one party, than the other could allow to be consistent with our professed neutrality. Each, however, in turn, invaria-

bly forgot this reflection, when the intercourse happened to lie with themselves: so that, to maintain our neutral character on these occasions, and, not at the same time to give offence, required some address. With the Chilians, who were advancing, it was not so difficult as with the Spaniards, who stood in need of countenance. The Chilians also had good reason to believe that we wished them success on account of our trade; as well as from the sentiments known to be expressed on the subject in England. But with the Spaniards, who were sinking in the world, it was otherwise; nothing would satisfy them but a declaration of cordial adherence to their cause, and hatred to that of the Insurgents, as they, in the bitterness of their hearts, called the Patriots. At the same time they always affected to despise their enemies, and to be perfectly indifferent to our opinion; yet, with the perversest spirit of inconsistency, they occupied themselves in watching us, and misinterpreting all our actions and expressions to such a degree, that nothing was too extravagant to be told and believed in Lima, respecting our breaches of neutrality. It was in vain, by a frank and open behaviour, to hope to escape suspicion; for it had become a sort of disease amongst the Spaniards to suspect the English; and its symptoms were aggravated every moment by the increasing distresses to which they were exposed. It will be easily conceived that, under such circumstances, we had not much enjoyment in visiting Lima, and that, situated as we were, with many anxious duties to attend to, little leisure could be found to remark or to record peculiarities of society and manners." * * * * * *

"The Royalist army, in common with the people, as usual, referred every evil to the mismanagement of the executive government; and having decided, in their summary way, that the Viceroy was unfit to reign, they forthwith deposed him at the point of the bayonet; and raised one of their own Generals in his place. This strong measure had been carried into effect a few days before we arrived, and we found the city in considerable bustle, preparatory to the festivities usual on the installation of a new Viceroy. The soldiers, of course, were confident the change would immediately turn the fortunes of the day, and even in the city, a faint hope for a moment animated the inhabitants; but most reflecting persons saw clearly, that these violent proceedings only betrayed to the enemy their own want of union and discipline.

"As we were not, and, indeed, could not be competent judges of these proceedings, and were not accredited to any particular government or authority, we were always left free to take things as we found them, and to communicate with the person at the head of the government, for the time being, whoever he might be, and without enquiring how he got there. It thus became my duty to pay my respects to the new Viceroy, General La Serna; as it would have been to have waited on his predecessor, General Pezuela, had I arrived a few days sooner." * * * * * *

"Our interview, being merely ceremonial, was short, and led to nothing worth relating."

"Next morning we called upon the deposed Viceroy, rather as a civility than a duty, for his authority was utterly destroyed, and he had retired to his country-seat, called La Magdalene, not far from Lima. He was more dejected than we thought a haughty grandee ought to have been; but he explained this to us, by saying, that he felt deeply for this lost country, which he foresaw would never prosper under such rebellious guidance. Instead, however, of his being afflicted at the change, it is probable he secretly rejoiced at his dismissal from the command. He had done his duty as long as he could, by making a respectable stand against the enemy; and it was clear, that he must, ere long, have yielded up the capital, not so much to the force of San Martin's army, as to the overwhelming influence of public sentiment, the tide of which had decidedly turned, and was at this time flowing directly against the Spanish authority.

"During the first few days, our thoughts were so much taken up with official duties, that little time was left for observing either the town or the society. We became every day more and more sensible of our precarious footing, and the necessity of observing the greatest circumspection in our intercourse with these jealous people. Living entirely on board ship, would at once have confirmed all their suspicions of our favouring the enemy, whose squadron was anchored in the outer roads; while residing altogether in Lima might have been attributed to our wish to spy into the nakedness of the land. The course we did follow, of being at Lima, or at Callao, or on board, as circumstances required, though it did not exempt us from suspicion, was the best we could adopt; and we hoped, by caution and forbearance, to avoid giving cause of offence; but in this, as will be seen, we found ourselves much mistaken." * * * * * *

"*18th of Feb.*—I learned, when at Lima this morning, that two officers of my ship had been arrested at Callao on the evening before, and were imprisoned in the Castle, on suspicion of being spies from Lord Cochrane's squadron, though landed by my boat. In ordinary times, had such a mistake happened, it would have been easily explained; but at a moment of such popular ferment, especially when the English were held in universal distrust, it was likely to prove a serious affair. All Lima was thrown into commotion by this circumstance; every one implicitly believed the story, and at Callao, the uproar was described as infinitely worse. At the time of receiving a report of this transaction from the ship, a letter from the Viceroy was put into my hands, stating that two persons, giving themselves out as officers of the Conway, had landed in my boat; and that, as five men at Callao had recognized and sworn to their having belonged to Lord Cochrane's ship, they had been confined in the Castle; and the formal declarations of the witnesses were to be taken preparatory to the trial of the prisoners. I immediately waited on the Viceroy, and assured him there must be some mistake: but, in order to prevent all further misunderstanding, before making an official requisition to the Government for the officers to be delivered up, I wished to have access to them at Callao. This, how-

ever reasonable, was at first objected to, on the ground of improper communication; but as I merely asked to have the means of identifying their persons, an order was given for that purpose, which I carried with me to the Castle.

"The ferment at Callao, a place at all times liable to violent popular commotions, was supposed to be so great on this irritating occasion, that many people counselled me not to excite the mob to greater fury by showing myself amongst them. But it seemed very obvious that any delay in visiting my officers in confinement at this particular moment, would tend directly to confirm all the suspicions against them, and possibly lead to their being sacrificed to the fury of the populace. The executive Government, it was to be feared, possessed at this critical season no very great authority; and as the military partook deeply of the wild opinions of the people, their subordination, especially in a popular point like this, could not be relied on. I saw, too, with much regret, that whatever might be the issue of this affair, all chance of our remaining afterwards on any good understanding with the Spaniards was gone.

"On reaching Callao, I rode slowly through the streets, which were filled with people, over whose countenances hung a scowl that spoke any thing but civility or welcome; there was also some little murmuring, and an occasional appearance of surprise at my presence: but no violence or insult of any kind was offered to me.

"The Spaniards are so devoted to form, that my order for admission to the prisoners was required to pass through innumerable hands before I was permitted to look at them; and then I was not allowed to speak a word. This done, the prison doors were again locked, and I returned to Lima to make an official application to the Government for the individuals who had been arrested, and whom I had now identified as officers of my ship.

"There is some reason to think that the peaceable reception I met with at Callao was owing to a mere accident. All commercial intercourse between Chili and Peru having been cut off from the moment the expedition sailed, the only mode of communication between Valparaiso and Callao was by means of the neutral men-of-war; and as, in former times, there had been a constant intercourse between these two ports, and numerous connections had been formed between their respective inhabitants, the effects of the war were now severely felt in the interruption of correspondence. I have stated, that, at Valparaiso, I sometimes amused myself by going into the cottages to observe the habits of the lower classes; and as it happened that most of those people had some relative or connection settled at Callao, I was charged, on sailing, with many messages and letters, all of which, it may be mentioned as characteristic of the times, they insisted on my first reading in their presence, lest they should accidentally contain political matter likely to prove prejudicial to their correspondents, or to me the bearer. Shortly after my arrival at Peru, I took care to deliver all these letters and messages in person. The letters were few, but the neighbours flocked in

on hearing that tidings had come from Valparaiso; and though many were disappointed, many also were made happy by hearing of their friends, from whom they had received no other direct communication for a long time. I had fortunately taken the precaution to write down the very words of the different messages from the people at Valparaiso in my pocket-book; so that when these little memorandums were torn out and given to the parties, they became a sort of letter, and were prized as such by the receivers. For my own part, I was well satisfied with seeing people so easily made happy, and thought no more of the matter. Just now, however, when I had become an object of suspicion, and when the lives of two of my officers were at stake, it was of some consequence to maintain any good will that accident might have gained for me amongst the mob—a mob, it may be added, of a notoriously sanguinary character, since, on a recent occasion, they had actually put a whole boat's crew to death, during a popular tumult. This occurred a few days after the capture of the Esmeralda, in consequence of an idea, equally preposterous with that which possessed them now, that the American frigate Macedonian had co-operated with Lord Cochrane, upon that occasion.

"As I was mounting to return to Lima, on coming out of the Castle after seeing the officers, a crowd rapidly collected around me, seemingly in no cordial mood. I walked my horse deliberately to the nearest of the houses to which any letter or message from Valparaiso had been delivered, and under pretence of asking for a glass of water, stopped at the door. The people of the house came running out to receive me, and one of them said, in a tone partaking both of kindness and reproach, 'Oh, Senor, I did not think you would have allowed spies to land in your boat.' 'And I, my good lady,' said I, 'never could have supposed you would allow such an absurd suspicion to enter your head.' The crowd had, by this time, collected in great numbers round us, listening to all that passed, and many of my old acquaintances came forward to renew the subject of their Valparaiso friends. In this way the conversation went on for about ten minutes, after which I turned my horse towards Lima. The crowd opened a passage for me: and I was never afterwards molested or threatened in the slightest degree, though I passed through Callao several times every day during the next week, at a time when the hatred and suspicion of the English were at their greatest height.

"The delay of a Spanish pleyto, or cause, is, above all others, proverbial; and, therefore, it was not matter of surprise, however it might be of vexation, that the release of my officers was not obtained at once. An official letter was written to Government to require their restitution, as they had been identified by me, and I pledged myself, of course, to the truth of this statement. The difficulty was to determine the value of my word, as opposed to the oath of no less than five men at Callao, who had sworn, it seems, most positively, that they had recently seen these very officers doing duty on board Lord Cochrane's ships; whereas, in point of fact, neither of

them had ever set their foot on board any one of the Chilian squadron. The Viceroy admitted that the character of the witnesses was utterly worthless; but he did not, or, perhaps, could not, do me the justice to act upon that admission. It was clear enough that he doubted his own power; for he said very candidly, that the tide of popular feeling could not be safely resisted, without a little delay. This want of confidence on the part of the Executive Government was a real source of alarm; and I was made still more uneasy, by learning that the officers were to be tried by a military commission—an ominous court at best, and one, in such times, of a nature not to be trusted.

The Viceroy told me, at this interview, that he had just received advices of ten or twelve deserters from the Chilian squadron having arrived: he had ordered them to Callao, that their evidence might also be taken in the case of the officers. The testimony of these men, he thought, would probably not agree with that of the first five witnesses, who might well be suspected of having concerted their story. This seemed sensible enough; but the manner in which the scheme was carried into execution was highly characteristic. The Government considered that they had done everything towards the advancement of justice, in originating the idea of this cross-evidence; and, therefore, merely gave an order for the deserters to be sent to Callao, without stating that they should be kept apart from the first witnesses; so that they absolutely were placed, for a whole night, in the same room with the very men whom they were sent to confront.

I attended next morning, along with the officers, whilst the declarations of all the witnesses were taken, by the commission appointed for that purpose; when fifteen men swore on the cross to the fact of these two gentlemen, whom they pointed out, having served upwards of two years with Lord Cochrane. They were all men of the most abandoned character, and well known at Callao as such; but that circumstance mattered little, as their evidence ministered to the heated imagination and violent prejudices of the people. As far, therefore, as this sage inquiry went, it would certainly have left matters worse than it found them, had not three Spanish gentlemen voluntarily come forward, greatly to their honour, in the very face of the popular clamour, and in a manner well deserving our acknowledgments. Two of them were naval officers, the other a respectable merchant: all three had been prisoners of war on board Lord Cochrane's ship at the time specified by the witnesses; and they swore positively, that neither of the prisoners had then been on board the flag-ship, nor in any other of the Patriot squadron.

Had not the latter witnesses fortunately come forward, there is no saying what might have been the result of the inquiry. The military commission, however, appointed to consider the evidence, after a violent discussion, in the course of which it was seriously proposed to hang the officers as spies, agreed, by a small majority, to liberate them.

The military commission took this occasion to recommend to Govern-

ment, not to allow any stranger to land from the foreign ships in the roads, during these turbulent times. As this part of the despatch is curious, from showing the state of feeling at the moment, I subjoin a translation of it:

"And in order to maintain the friendship and harmony so valuable to both nations; to place out of reach all motive of dissension; and to avoid misunderstandings between the English and Spaniards, which, in consequence of the opinions held at Lima, and still more at Callao, neither the prudence, the foresight, nor the zeal of the commanders can prevent; it seems necessary to the Government, under existing circumstances, (the port being blockaded by the Chilian squadron, under Lord Cochrane,) that all strange ships should anchor outside of the line, (of gun-boats,) and that no individuals, of whatever class and condition they be, shall come on shore.' On the 23d of February, we accordingly embarked, and, for the present, took leave of Lima, without any great regret; for the period of our visit had been one of constant irritation and difficulty.

"Lord Cochrane, who had been at sea for some time, rejoined the blockading squadron in the roads just before the above discussion ended; and on the 24th, I had an interview with his Lordship, on board his flag-ship, the San Martin.

"On the 25th his Majesty's ship Andromache returned to the anchorage; and on the 28th, with a ship full of passengers, I sailed for Chili." * * *

"*Valparaiso, 19th March* 1821. We anchored here yesterday evening, after eighteen days passage from Lima, which is considered rather quick, the average for ships of war being somewhat more than three weeks. I landed in the evening to deliver letters and messages, being principally in answer to those we had carried on last sailing from Valparaiso, and already alluded to in the account of our proceedings at Callao. Many of the people at Valparaiso would scarcely believe that we had been in Peru at all, not being acquainted with the expeditious manner in which passages are now made. We had been absent only seven weeks, whereas in old times as many months at least would have been required to have performed the same service. At the first house for which I had letters, the family received me with a look of disappointment, and begged reproachfully to have the letters returned, not supposing it possible that I could have delivered them; but when they beheld the answers, their joy and gratitude knew no bounds; the news of our arrival spread rapidly, and in ten minutes the house was filled with people beseeching us for letters. In no country could a more lively interest be expressed than by these persons for their absent friends; and this furnishes a complete answer to the statements so often made, of their coldness and indifference in their domestic relations. After delivering all my letters and messages, I was overpowered by questions from the ladies as to the appearance, manners, and various other qualities of persons whom they had not seen, but who had married into the families of their relatives in Peru. This was a hard task; but the little I recollected was extremely well bestowed, and it was pleasing to observe the effect

which all this produced in developing character. Many people, who had always been cold and formal before, came up and offered their hands with a cordiality and frankness, quite contrary to what had seemed their natural disposition, but which proved ever afterwards sincere and steady.

"Just as I was leaving the house to return on board, two young men came to enquire for their sister, a widow lady, of whom they had not heard for more than a year. It so happened that this very person was one of my passengers, and nothing would satisfy the brothers and their wives, and two or three more, but going on board the Conway instantly, though it was near midnight. Accordingly I stowed the whole party in my boat, and carried them off, to the great joy and astonishment of the widow.

"As the Commander-in-chief was at the capital, I proceeded there on the 23d to make my report." * * * * * *

"From the 5th of April to the 26th of May, we remained at Valparaiso; but our occupations, however interesting to ourselves, were not of a nature to be here detailed. The few leisure moments which our professional avocations left us, were employed in making surveys, in astronomical observations, principally on a comet which remained in sight from the 1st of April to the 8th of June, and in experiments with Captain Kater's pendulum, the object of which was to determine the figure of the earth.

"The observations on the comet were successful, as they furnished data for the computation of its orbit; a task performed by Dr. Brinkley of Dublin. The results of his computations have been published, together with the original observations, in the Philosophical Transactions for 1822.

"The experiments with the pendulum were of a more delicate and complicated nature, and required much care and exclusive attention. But the circumstances under which we were placed deprived us of that degree of leisure and abstracted thought, which this difficult and extensive problem requires. In all its details, however, it carries along with it the liveliest interest; yet only those who have been similarly employed can have a correct idea of the cruel disappointment which a cloudy night, or any other interruption, produces in the midst of a series of observations. On such occasions, when all our hopes were gone, and our day's labour wasted, for want of a few clear hours of star-light, we employed the unwished-for leisure in visiting our neighbours near the observatory, or in calling on the English residents, and other well-informed persons. In this manner we were enabled to form a tolerable estimate of the state of political feeling at Valparaiso, where the intercourse with strangers was the greatest; and by comparing it with that at Santiago, of which also, we had now seen a good deal, to draw conclusions on the grand question of the effect of the Revolution on public opinion throughout the country." * * * * * *

On the 26th May, Captain Hall sailed from Valparaiso, and proceeded along the coast towards Lima. During the greater part of this voyage the land was in sight, and he had

many opportunities of seeing not only the Andes, but other interesting features of the country. On the 7th June, he anchored off Arica, and on landing found the town almost completely deserted, and exhibiting in every part marks of having been recently the scene of military operations. In the evening of the 9th, he had a fine view of the Cordillera, or highest ridge of the Andes, not less than between 80 and 100 miles off. On the 12th, he anchored at Ylo, a town which, as well as Arica, is often celebrated in the voyages of Dampier and the old Buccaneers. "We landed," says he, "at a little sandy beach, sheltered from the swell of the sea by a reef of rocks, on which the surf broke with prodigious violence, and covered half the bay with foam. We were greeted by two men and a woman: the lady was evidently a native: her two companions also were deeply dyed with aboriginal blood; one was a young and active man, the other an old ragged beggar-like person. I asked the first to point out the Alcaldé's house. 'This is the Alcaldé himself,' said he, pointing to his aged companion; and certainly, of all the constituted authorities whom we had to deal with on the shores of the Pacific, the 'Alcaldé or Mayor' of Ylo was the least like what the imagination conceives of a chief magistrate. But things must be judged with reference to their mutual fitness; and in this view, our shabby Alcaldé was appropriate to his office; for in his town we encountered only three living things—a half-dressed wild-looking patriot soldier—an Indian from the mountains, asleep in the middle of the street—and a lean, half-starved, solitary jack-ass. On our way back, the Alcaldé told us the cause of the present deserted state of the town, and described the miseries of the war in language which showed him worthy of a higher office. We invited him to go on board the Conway, but could not prevail upon him to accompany us."

"In the morning of the 13th June, we anchored in the open roads of Mollendo, for there are no harbours on this coast; a circumstance nearly immaterial, since the wind is always so gentle, that ships anchor and lie exposed in perfect security. The water being deep, vessels are obliged to approach the shore, within a quarter of a mile, before they can find an-

choring ground; and, as there is nothing to break the prodigious swell which rolls in from the Pacific against the rocky coast, a surf is caused of enormous magnitude, which dashes up and roars along the base of the cliffs in the most terrific manner, trying the nerves of strangers, who, in spite of their conviction that all is safe, and that no storm will occur, cannot at once divest themselves of the most disagreeable associations, connected with a shore so formidable in appearance.

"The operation of landing, at such a place, is both difficult and dangerous, especially at the full and change of the moon, when the swell is always much increased; a remark which applies to the whole coast. I had been told that ships' boats seldom succeeded in crossing the surf, and that the balsa, or canoe of the country, was the proper thing to use; I made the experiment, however, in my own boat, which was accordingly swamped, and I got soundly ducked for my pains. The balsa, which we employed ever afterwards, is made of two entire seal-skins inflated, placed side by side, and connected by cross pieces of wood, and strong lashings of thongs; over all a platform of cane mats forms a sort of deck, about four feet wide, and six or eight feet long. At one end the person who manages the balsa kneels down, and by means of a double-bladed paddle, which he holds by the middle, and strikes alternately on each side, moves it swiftly along; the passengers, or goods, being placed on the platform behind him. The buoyancy of these balsas enables them to cross the surf in safety, and without wetting the passengers, at times when an ordinary boat would inevitably be swamped. All the goods which go to the interior, at this part of the coast, are landed in this manner. The great bars of silver, and the bags of dollars also, which are shipped in return for the merchandize landed, pass through the surf on these tender, though secure conveyances.

"The Alcaldé, or Governor, was a more dignified personage than our friend at Ylo, inasmuch as he had under him a guard of six soldiers, and a population of nearly one hundred souls. As he treated us in the best manner he could, it was but common civility to give him and his friends a dinner in return. Such grotesque-looking company, however, having rarely been seen before to enter the cabin, many a smile was raised on board the ship at the expence of the captain and his guests.

"On the 20th we left Mollendo, and sailed along the coast with a fresh and fair wind, till the evening of the 24th June, when we anchored in Callao roads, after a passage of twenty-nine days from Valparaiso." * * *

"*25th of June.*—I had an interview this day with General San Martin, on board a little schooner, a yacht of his own, anchored in Callao roads for the convenience of communicating with the deputies, who, during the late armistice, had held their sittings on board a ship in the anchorage. * * * * On going to Lima next day, I found it in the most singular state of agitation. It was now generally known, that the Royalists meant to abandon the city to its fate; and it was clear, that whatever happened, a violent

revulsion must take place; but as no one knew, or could guess, what its extent might prove, every one deemed the crisis full of danger and difficulty. The timorous were distracted by the wildest fears; the bold and steady knew not how to apply their courage; and the irresolute were left in the most pitiable state; but the strangers, unwilling to offend either side, did wisely by putting a good face on the matter, and taking their chance * * * * *. On every successive day things became worse; and towards the close of the week, the terrors of the people, assuming the character of despair, it was utterly useless to reason with them, or to attempt impressing upon their minds the value of calmness and patience at such an alarming moment.

"On the 5th of July, the Viceroy issued a proclamation, announcing his intention of abandoning the city, and pointing to Callao as an asylum for those who felt themselves insecure in the capital. This was the signal for immediate flight: a rush was made towards the castle by multitudes, who, when questioned as to their reasons for leaving the city, could give none but that of fear; and, indeed, the majority acted from mere panic, which spread amongst them in the most extraordinary manner. I had gone to the ship in the morning, but hearing that the capital was certainly to be deserted by the Royalists next day, and wishing to be near the British merchants, whom I had recommended, come what might, to stay by their property in Lima, I landed, and proceeded along the Callao road. It was with no small difficulty that I could make head against the crowd of fugitives coming in the opposite direction; groups of people on foot, in carts, on horseback, hurried past; men, women, and children, with horses and mules, and numbers of slaves laden with baggage and other valuables, travelled indiscriminately along, and all was outcry and confusion.

"In the city itself the consternation was excessive; the men were pacing about in fearful doubt what was to be done; the women were flying in all directions towards the convents; and the narrow streets were literally choked up with loaded waggons and mules, and mounted horsemen. All night long the confusion continued; and at day break the Viceroy marched out with his troops, not leaving even a single sentinel over the powder magazine. Up to this moment many people, with a strange degree of incredulity, arising out of long cherished prejudice and pride, would not believe that such events were possible: when the moment actually arrived, their despair became immeasurable, and they fled away like the rest. For an hour or two after the Viceroy's departure the streets were filled with fugitives; but by mid-day scarcely an individual was to be seen; and in the course of the afternoon I accompanied one of the English merchants, during a walk of more than a mile, through the most populous parts of Lima, without meeting a single individual: the doors were all barred, the window-shutters closed, and it really seemed 'some vast city of the dead.'"

Captain Hall was at Callao, when a deputation of the prin-

cipal persons of Lima was sent to invite San Martin formally to enter the capital. To this requisition the Liberating General assented, but delayed his entry till four days after. "On our way back to Lima," says Captain Hall, "we were threatened with an attack from a body of a dozen robbers; men let loose upon society by the events of the day. Our party consisted of four gentlemen, each armed with a pistol. As we rode up the great approach of the city, we saw the robbers pull three people off their horses, and strip them of their cloaks, after which they formed a compact line across the road, brandishing their cudgels in defiance. We cantered on, however, right against them, with our pistols cocked and held in the air. The effect was what we expected: an opening was made for us, and the robbers, seeing their purpose frustrated, turned about, and suddenly became wonderfully good patriots, calling out, 'Viva la Patria! Viva San Martin!'"

The 12th July, 1821, is memorable in the annals of Peru, from the entry of General San Martin into the capital on that day. The ceremonies of proclaiming, and swearing to, the independence of the state, took place sixteen days afterwards, and were witnessed by Captain Hall, whom we subsequently find visiting Conception, the frontier town on the coast of Chili; and Arauco, the capital of an unconquered Indian district of that name, from which little city, Benavides, a piratical chief, had very recently fled, leaving it and his prizes in flames, and taking with him into the interior a number of North American and British seamen whom he had captured while they were employed in whaling.

On the 14th Nov. 1821, Captain Hall, then at Valparaiso, received orders to proceed again to Lima, and to call at the intermediate ports on the coasts of Chili and Peru. The object of this cruise was to inquire into the British interests at those places; to assist and protect any of his Majesty's trading subjects; and, in a general way, to ascertain the commercial resources of the coast. The Conway accordingly visited Coquimbo, in the neighbourhood of which bay are several series of horizontal beds, along both sides of a valley, resembling the "Parallel Roads of Glen Roy, in the Highlands

of Scotland;"—Guasco, a port where the produce of the copper mines is shipped for exportation;—and the harbour of Copiapó, which one of her midshipmen trigonometrically surveyed, and carefully sounded, while Captain Hall, with two of his officers and three passengers, rode into the country, to witness the effects of the great earthquake of April, 1819, and also to visit the silver mines in the mountains near the town. Speaking of the change produced by the revolution in Peru, Captain Hall says:—

"Our stay at Lima, upon this occasion was short, but very interesting. We arrived on the 9th, and sailed on the 17th of December, 1821. In the interval of four months, which had elapsed since we left Peru, the most remarkable change had taken place in the aspect of affairs. The flag of Spain had been struck on the castle of Callao; and in its place was displayed the standard of Independence. The harbour, which we had left blockaded by an enemy, was now open and free to all the world; and, instead of containing merely a few dismantled ships of war, and half a dozen empty merchant vessels, was crowded with ships unloading rich cargoes; while the bay, to the distance of a mile from the harbour, was covered with others waiting for room to land their merchandize. On shore all was bustle and activity. The people had no longer leisure for jealousy; and, so far from viewing us with hatred and distrust, hailed us as friends; and, for the first time, we landed at Callao without apprehension of insult."

On the 13th Dec., Captain Hall went to the palace to breakfast with the Protector of Peru, and to see a curious mummy, or preserved figure, which had been brought the day before from a village to the northward of Lima, and is now in the British Museum, it having been sent to England in the Conway. On the 16th, he witnessed the ceremony of instituting the Peruvian Order of the Sun.

The Conway sailed from Lima, this time, with orders to visit the coast of South America, as far as the isthmus of Panama; thence to proceed along the shores of Mexico, which are washed by the Pacific, to call at the various ports by the way, and then to return to Peru and Chili. Circumstances, however, occurred to prevent the completion of this plan, and to render it necessary for Captain Hall to repass Cape Horn, without again visiting the western coast. His Journal informs us, that he successively touched at Payta, a place celebrated in

"Anson's Voyage," as well as in the histories of the old "Buccaneers;"—at Guayaquil, the principal port of Quito; —at the Galapagos, un uninhabited group of volcanic islands, scattered along the equator, at the distance of 200 leagues from the main land, and serving as a place of resort for ships employed in the whale fishery;—at Panama, then occupied by a detachment of Bolivar's troops;—at Acapulco, a name familiar to the memory of most people, from its being the port whence the rich Spanish galleons, of former days, took their departure to spread the wealth of the Western over the Eastern world;—and at San Blas near the gulf of California, where he arrived on the 28th March, 1822, having completed a coasting voyage from the island of Mocha, on the south coast of Chili, a distance of 4,600 miles; during the whole of which, with the exception of about 200 leagues between Guayaquil and Panama, the land was constantly in sight.

As no English man-of-war had ever before anchored in the port of San Blas, the arrival of the Conway created considerable interest; and she was scarcely secured before boats were seen bustling on board, from all quarters, to enquire for and to give news. On the next day, Captain Hall set out for the neighbouring town of Tepic, to learn the state of the commercial intercourse with England, and whether he could in any way contribute to advance the interests of the British trade in that quarter. On his arrival there, he had several conferences with the merchants of that place, and with the agents of those at Guadalaxara, the capital of New Galicia; when it appeared, that the commercial capitalists of this part of Mexico were desirous of opening, for the first time, a direct communication; and, in order to do this safely and effectually, they proposed to remit a considerable quantity of specie to London, in the Conway, for which returns were to be made in English goods, in the manner practised ever since the opening of the trade in Peru, Chili, and Buenos Ayres. After a long discussion, he agreed to remain till a certain day, to give time for communications to be held with Guadalaxara, and with Mexico, it being necessary to obtain permission from the Supreme Government, before any treasure could be exported.

On the 26th April, a favorable answer was received from Mexico; and on the 6th May, more than half a million of dollars were embarked in the Conway: other large sums were subsequently received on board, all destined for London. Some of this treasure was sent by Spanish merchants; a small quantity by Mexicans; but the whole intended for the purchase of British goods.

During their stay at San Blas, Captain Hall and Mr. Foster made some experiments with an invariable pendulum of Captain Kater's construction; as they had before done at Abingdon Island, one of the Galapagos. The details of these experiments were published in the Philosophical Transactions for 1823. They also surveyed the harbour and the town of San Blas, under the sanction of the commandant, "a remarkably sensible, unprejudiced, and well informed old Spaniard."

On the 15th June 1822, the Conway sailed from thence; and after a voyage round Cape Horn, of nearly 8,000 miles, anchored in Rio de Janeiro on the 12th September; having been at sea upwards of twelve weeks without seeing land. She returned to England, and was paid off in the spring of 1823.

On the 17th April 1827, Captain Hall embarked at Liverpool, with his family, and sailed for New York, from whence he returned to the Isle of Wight, on the 22nd July 1828. During this interval of fifteen months and five days, independently of the double voyage across the Atlantic, he had travelled in North America, both by land and water carriage, 8,800 miles. In the course of his extensive tour, he made a visit, by invitation, to the Count de Survilliers, elder brother of Napoleon Buonaparte, and formerly King Joseph of Spain, who has resided for some years near Bordentown, in the state of New Jersey.

Captain Hall is the author of the following publications.

I. A Voyage to the West Coast of Corea and the Great Loo-Choo Island.

II. Extracts from a Journal, written on the coasts of Chili, Peru, and Mexico, in the years 1820, 1821, and 1822, with an Appendix, containing a Memoir on the Navigation of the South American Station;—A Table, by Mr. Henry Foster, of the Latitudes, Longitudes, and Variation of the Compass, of the various Ports on the Shores of the Pacific Ocean, visited by the

Conway;—A List of Minerals collected on those Shores, and since presented to the College Museum of Edinburgh, the Geological Society of London, and the Royal Institution of Liverpool;—A Notice, by Mr. George Birnie, Surgeon, on the Climate of the Western Coasts of South America and Mexico; and a Sketch, by Captain Hall himself, of the Duties of the Naval Commander-in-Chief on that Station, before the appointment of Consuls.

III. Travels in North America in the years 1827 and 1828.

IV. An Account of the Geology of the Table Mountain.

V. A letter to Captain Kater, detailing experiments made with an invariable Pendulum in South America, and other places, for determining the Figure of the Earth.

VI. A Series of Observations made on a Comet seen at Valparaiso.

VII. An Account of the Ferry across the river Tay at Dundee, published in Jameson's Journal.

VIII. A Paper upon the Use of Chain Cables.

IX. A Sketch of the Professional and Scientific Objects which might be aimed at in a Voyage of Research.

X. A Paper on the Method of laying down Ships' Tracks on Sea-Charts;—published in Brewster's Philosophical Journal.

XI. A Letter on the Trade Winds; published in the Appendix to Daniell's Meteorological Essays. In this paper, he describes the actual direction and variations of these winds, and gives a theory of their action, which he conceives may be useful to practical seamen *.

Captain Hall married, Mar. 1, 1825, Margaret, youngest daughter of the late Sir John Hunter, his Majesty's Consul-General in Spain, and by that lady has issue.

Agent.—Sir F. M. Ommanney.

JAMES WALLIS, Esq.

We first find this officer serving as senior lieutenant of the Vincejo brig, Captain John Wesley Wright, when that vessel was sent to cruise between the Loire and l'Orient, for the purpose of carrying on the communications between this country and the French royalists, which led to the mysterious death of her gallant commander in the tower of the Temple at Paris.

The Vincejo was a deep-waisted brig, formerly Spanish,

* Nos. IV. V. and VI. were published in the Reports of the Royal Societies of Edinburgh and London.

pierced for 28 guns, mounting only 18-pounder carronades on the main-deck, with an established complement of 96 officers, men, and boys. The flotilla by which she was attacked and captured at the entrance of the Morbihan, May 8, 1804, consisted of six brigs and eleven luggers, each of the former mounting one long 24 and two 18-pounders, the latter armed with twelve long guns of the same calibre, and five 36-pounder carronades throwing shells. The following is an extract of Captain Wright's official account of the action:—

"By half-past 8 A. M., the enemy had advanced within extreme range, and opened their fire: they continued rapidly gaining upon us until about half-past 9, when they were so near that I was compelled to sweep her broadside to, and engage under the greatest disadvantages the Vincejo could possibly be exposed to;—a perfect calm; a strong flood tide then made against her; the people fatigued by hard labour at the sweeps, and divided, during the action, between the larboard guns and the starboard oars.

"This unequal contest was maintained with great animation and with frequent cheers, by my weak but gallant ship's company, for nearly two hours, within grape and hailing distance; the hull, masts, yards, and rigging, had at length received great damage; three guns were disabled; the fire was slackened, notwithstanding every effort to revive it, to one gun in about five minutes, by the booms falling upon the main deck, and the flower of my men being killed or wounded.

"In this painful situation, without a chance of escape, or hope of succour, closely pressed in a dead calm by seventeen vessels advancing to board with numerous troops; with a crew reduced to *fifty* efficient officers and seamen, including *seventeen* boys, I might still perhaps have opposed a momentary, though vain resistance, to such superior force; but I felt it a duty I owed my country, to surrender in time, to preserve the lives of my brave men for some better occasion.

"Of the conduct of my officers and ship's company in general, their Lordships will form an adequate opinion, from the superiority of the enemy, compared with the length of the action; the retrospect of which affords me consolation in misfortune, as it presents little to blame, and much to commend and admire; but it is a pleasing duty of mine to particularize the active intrepidity and intelligent bravery of Lieutenants Wallis and Hall."

After a captivity of nine years, Lieutenant Wallis at length effected his escape from Verdun, and reached England in Sept. 1813. He obtained the rank of commander on the 3rd Nov. in the same year, and was appointed to the Pincher brig on the 6th of the following month. His subsequent appoint-

ments were, Aug. 26, 1815, to the Podargus of 14 guns; and Nov. 26, 1817, as post-captain, to the Racoon 26, stationed at the Cape of Good Hope.

Agent.—J. Woodhead, Esq.

WILLIAM BATEMAN DASHWOOD, Esq.

This officer's first commission bears date Jan. 28, 1808: he lost an arm while serving as senior lieutenant of the Active frigate, Captain (now Sir James A.) Gordon, Nov. 29, 1811 *; obtained the rank of commander, May 19, 1812; and was granted a pension for the loss of his limb, on the 31st July following. His next appointment was, July 22, 1813, to the Snap brig, of 12 guns, in which vessel he fell in with five French privateer luggers, near St. Vallery, on the morning of the 1st Nov. in that year, and succeeded in capturing le Lion, of 16 guns and 69 men, five of whom were killed and six severely wounded: the Snap's rigging was much cut by the enemy's fire, but not an officer or man received the slightest injury.

On the 15th Nov. 1814, Captain Dashwood was removed to the Prometheus sloop, which vessel formed part of a squadron sent to cruise across the Bay of Biscay, in order to intercept Napoleon Buonaparte, in his meditated flight from France, in July, 1815 †. She was also attached to the force under Lord Exmouth, at the battle of Algiers; from which place Captain Dashwood had previously succeeded in bringing away, disguised as midshipmen, the wife and daughter of the British Consul, leaving a boat to bring off their infant child, coming down in a basket with the surgeon, and three young gentlemen of the quarter-deck, whose intentions were discovered owing to the cries of the baby, and who were all seized and confined as slaves in the usual dungeon, as were also fourteen other persons who accompanied them.

On the 23rd July, 1818, Captain Dashwood was appointed

* See Vol. II. Part II. p. 940. † See *id.* p. 999.

to the acting command of the Creole frigate, fitting at Sheerness for the South American station, where he was posted into the Amphion 32, under orders for England, Oct. 21, in the same year. He married, April 17, 1820, Louisa Henrietta, only daughter of Frederick Bode, Esq.

Agents.—Messrs. Maude and Co.

MARTIN WHITE Esq.,

Son of Mr. Martin White, formerly a wine-merchant of Portsea.

This officer was made lieutenant in 1800; commander, Sept. 25, 1806; and post-captain, Dec. 7, 1818. He has commanded the Shamrock, surveying vessel, employed on the coasts of England, Jersey, Guernsey, &c. ever since the commencement of 1817.

Agents.—Messrs. Barnett and King.

JOHN COOKESLEY, Esq.

Served as midshipman, and master's-mate, on board the Polyphemus 64, flag-ship of Vice-Admiral (afterwards Sir Robert) Kingsmill, on the Irish station, from June 1794, until promoted into the Trusty 50, armed *en flûte*, Dec. 16, 1799. At the close of the French revolutionary war, he received the Turkish gold medal for his services during the Egyptian expedition; and on the renewal of hostilities, in 1803, he was appointed to the Zebra bomb, Captain William Beauchamp, in which vessel we find him present at the bombardment of Havre, in July and Aug. 1804*. He next became senior lieutenant of the Constance 24, Captain Anselm John Griffiths, employed in the blockade of the river Elbe; and subsequently first of the Gibraltar 80, in which ship he continued from the summer of 1805 until the promotion that took place after Lord Gambier's court-martial in 1809; when he was advanced to

* See Suppl. Part I. pp. 1—3.

the rank of commander for the conspicuous part he had borne in the night attack upon la Ville de Varsovie, French 80, and her consorts, in Aix roads, on the 11th April preceding *. His conduct on that occasion was thus recorded in the minutes of the above tribunal:

"Captain George Wolfe, of l'Aigle, was again called in and examined. * * * * * * "Q. Do you know of any particular fire-ship or ships that were improperly conducted on the evening of the 11th of April?

"*A.* The ship that passed between us and the island Olivera, and got on shore there, was the only one I particularly noticed. I hailed five that came near us, from our own ship being very nearly set on fire by those that were badly managed. I could not learn the names of two of the officers of fire-ships that behaved well; *five behaved very well: one of them was commanded by Captain Newcombe,* who desired me to remember he had passed us; *Lieutenant Cookesley, of the Gibraltar, was another, who begged I would keep my eye upon him, as he would not fire his vessel till he was amongst the enemy: I did, and saw him run* on board a two-decked ship."

The two-decker alluded to by Captain Wolfe was la Ville de Varsovie, and her officers afterwards affirmed that they cut and run aground purposely to avoid the fire-vessels; we have already stated that she was destroyed on the following day; and we have only to add, that Mr. Cookesley's commission as commander was dated back to the day on which he had so highly distinguished himself. From May 1810 until Dec. 1816, he successively commanded the Recruit, 18 gun-brig, and Hazard, ship-sloop; the whole time on the Newfoundland station, with the exception of one year in the West Indies and at Brazil. His promotion to post rank took place Dec. 7, 1818.

JAMES MURRAY, Esq.

Was made commander, June 14, 1809; appointed to the Oberon brig, on the North Sea station, April 30, 1810; to the Satellite 16, fitting for the Mediterranean, Aug. 19, 1815; and promoted to post rank, Dec. 7, 1818. He subsequently commanded the Valorous 26, on the Newfoundland station.

* See Vol. I. Part I. p. 84.

Captain Murray married, May 30, 1821, Rachael eldest daughter of Benjamin Tucker, Esq. Surveyor-General of the Duchy of Cornwall.

Agents.—Messrs. Maude and Co.

CHARLES GEORGE RODNEY PHILLOTT, Esq.

Received his first commission in 1801; and was second lieutenant of the Amphion 32, Captain (now Sir Thomas M.) Hardy, when that frigate conveyed Lord Nelson from off Brest to the Mediterranean, on the renewal of hostilities with France, in 1803. He subsequently assisted at the capture of three Spanish frigates, and the destruction of a fourth, laden with treasure, from South America bound to Cadiz*.

The Amphion formed part of the naval force employed in the invasion of Calabria, in July 1806; at which period she was commanded by the late Sir William Hoste. After the famous battle of Maida, she was sent by Sir W. Sidney Smith, with some Sicilian gun-boats, and a detachment of the 78th regiment, under Lieutenant-colonel M'Leod, to the coast near Catanzaro, in order to encourage and assist the royalists in that quarter. On the 30th of the same month, an attack was made upon Cotrone; and to the judicious manner in which Captain Hoste placed her and the flotilla under his command, may be attributed the surrender of that important fortress, with all its stores and magazines, and upwards of 600 French troops.

On the 12th May, 1808, the Amphion attacked a French frigate-built ship, lying under the protection of several very formidable batteries, in the bay of Rosas. This was the Baleine, of about 800 tons, constructed purposely for carrying stores, and mounting from 26 to 30 guns, with a crew of about 150 men.

At 10-10 A. M. the enemy hoisted French colours, and at 10-30, having a spring on her cable, commenced firing at

* See Vol. I Part II. pp. 536 and 833.

the Amphion; as did also a battery of 16 long 24-pounders to the left of the town, another called Fort Bouton, and a low battery of 8 heavy guns at the starboard entrance of the bay. This fire Captain Hoste returned on different tacks, while working to windward. At 11 A. M., finding the fire of the British frigate, as she closed, getting too warm, the Baleine slipped and ran on shore.

At 11-30 A. M. Captain Hoste shortened sail, and anchored with two springs, in-shore of the spot on which the enemy had been riding. Having veered to a whole cable, he then commenced a smart fire, within point-blank shot, upon the ship, the fort, and the other batteries: this fire they all returned, and presently cut away the Amphion's jib-stay. At about 30 minutes past noon, her starboard quarter hammocks and main-top-mast-stay-sail were set on fire by the enemy's hot shot; and at 1 P. M. a small explosion took place in the marines' arm-chest, but fortunately injured no one. At 1-30, the Baleine herself caught fire abaft, and a part of her men began leaping overboard and swimming to the rocks. Believing that the crew were abandoning her, Captain Hoste despatched his first lieutenant, Mr. William Bennett, in the jolly-boat to strike her colours; but no sooner had that officer arrived near the stern of the ship, than the enemy opened upon him a heavy fire of round, grape, and musketry. The Amphion instantly threw out a signal of recall, and the jolly-boat put back; Lieutenant Bennett, regardless of the shower of shot, standing up in the stern-sheets, and with his few men, giving the enemy three hearty cheers. At 2-20 P. M., finding that nothing further could be done, and the wind beginning to die away, the Amphion cut her cable and springs, and made sail out to sea. In this spirited little affair, she sustained no material damage, and had only one man killed, together with a few wounded. The loss on board, or the eventual fate, of the Baleine, we have no means of showing. It is a little singular, that Captain Hoste had been sent by Lord Collingwood to endeavour to capture the very same ship at her anchorage in Palma bay, Majorca; but, under an idea that she was a frigate of the largest class, he had been directed to take under

his orders the Hind of 28 guns; in endeavouring to fall in with which ship he unexpectedly discovered the other.

On the 8th Feb. 1809, the boats of the Amphion and Redwing brig, under the command of Lieutenant Phillott, landed at the island of Melida, in the Adriatic, brought off three guns, and destroyed two large stores of oil and wine. The Amphion and her consort had previously taken possession of a French brig, mounting six guns, and an armed trabacolo, both employed in conveying troops from Zara to Ancona.

On the 23d April, in the same year, Lieutenant Phillott commanded a division of boats belonging to the squadron under Captain, (now Sir Jahleel) Brenton, and behaved in an "exemplary" manner at the capture of thirteen valuable merchantmen lying in the mole of Pesaro *.

In October following, Lord Collingwood transmitted to the Admiralty a letter from Captain Hoste, "giving an account of a very gallant and well-conducted attack made on the enemy's fort and vessels at Cortelazzo, between Venice and Trieste, by the seamen and marines of the Amphion, which so completely succeeded, that the fort was taken and blown up, and all the vessels that were in the port captured or destroyed. On many occasions," observed his lordship, "I have had to represent the zeal, the bravery, and the nice concert of measures that are necessary to success, which have distinguished the services of Captain Hoste; and this late attack of the enemy is not inferior to those many instances which have before obtained for him praise and admiration. The manner in which he speaks of Lieutenant Phillott, who commanded the party, and of the other officers and men, is highly honorable to them; but the Amphion's officers and men, following the example of their captain, could not well be otherwise than they are." The annexed is a copy of Captain Hoste's official letter:—

"*Amphion, off the coast of Friul, Aug.* 28, 1809.

"Sir,—I beg leave to inform you of a most gallant and successful attack made by the boats of this ship and a detachment of seamen and marines on the enemy's force at Cortelazzo, consisting of 6 gun-boats, and a convoy

* See Supplement, Part III. p. 350 *et seq.*

of merchant trabacolos, moored in a strong position under a battery of four 24-pounders, at the mouth of the Piavie, and in sight of the Italian squadron at Venice.

"I had reconnoitred them on the 24th inst., and found it impracticable, from the shallowness of the water, to get the ship in; but I conceived they might be cut out by the boats, provided I could carry the battery; and this opinion was confirmed by a fisherman I detained the same evening, who gave me a very correct account of their force and situation. To prevent any suspicion of my design, I kept out of sight of the land till the evening of the 26th, when I crowded all possible sail, and we anchored off the entrance of the Piavie, at one on the morning of the 27th. At three, a detachment of seamen and marines, commanded by Mr. Phillott, first lieutenant, assisted by Lieutenant (George Matthew) Jones, in all 70 men, were landed about a mile below the battery to the southward, and advanced immediately to storm it, leaving Mr. (William) Slaughter, third lieutenant, with the command of the boats, to push for the river the instant the fort was carried: at a quarter past three the alarm was given; the attack was made at the same moment, and the assault so vigorous, that in ten minutes the fort was completely in our possession, and the concerted signal made. The guns were instantly turned on the gun-boats, the fire on which, and musketry from the marines, whom Lieutenant (Thomas) Moore, of that corps, had placed in a most excellent situation, compelled them to instant surrender, and our boats took possession of the gun-boats and vessels, as per enclosed list; two of the former are of the largest dimensions.

"The battery was a complete work, with a ditch, and chevaux de frise round it, and our men entered it first by scaling ladders: the commandant made his escape with some of his men; two were found dead, and one wounded; the rest, 16, were made prisoners. Having spiked the guns, and totally destroyed the battery and barrack, the whole detachment was re-embarked by 1 P. M.

"I have now, Sir, the additional pleasure of saying, that this service was performed without the loss of a man on our part. One marine alone was wounded by an explosion of powder after we had possession; but he is doing well.

"The gallantry and good conduct of the commanding lieutenant, Mr. Phillott, in the execution of this attack, speaks for itself; I have only to say, he had the entire conducting of it, and on this, as on many other occasions, he fully justified the confidence I placed in him. He speaks in the warmest terms of Lieutenants Jones and Moore, and the petty officers and men under his orders. The prompt manner in which Lieutenant Jones turned the guns of the battery on the enemy's vessels, and the judicious disposition of the marines by Lieutenant Moore, is highly praiseworthy. In the variety of boat-service we have had, these officers have particularly distinguished themselves, and some months back were both

severely wounded. The silence and regularity of the seamen and marines in their advance to the fort, and their bravery in the attack, are equally deserving of praise, and truly characteristic of British seamen. Enclosed is a list of the officers and midshipmen employed on shore and in the boats *.

"The surrender of the gun-boats was so quick that our boats had not time to join in the attack on them, but were most actively employed afterwards in getting the prizes out, under the direction of Lieutenant Slaughter. The above vessels were stationed at Cortelazzo, for the express purpose of protecting the trade between Venice and Trieste, and were commanded by a commandant de division, Mons. Villeneuve, who is made prisoner. I have the honor to be, &c.

(Signed) "W. HOSTE."

"To Captain Hargood, H.M.S. Northumberland, Senior Officer in the Adriatic."

The prizes thus taken consisted of la Surveillante and la Vedette, each mounting one long 26-pounder in the bow, one long 12 a-stern, and four swivels on the gunwale, with a complement of 36 men; four other gun-vessels, each mounting one long 24-pounder; and two trabacolos, laden with rice, cheese, &c. Five trabacolos, laden with wood and charcoal, were likewise burnt in the river.

For his distinguished conduct on this occasion, Lieutenant Phillott was rewarded with a commander's commission, dated back to the day of the action. On the 25th Oct. 1810, he received an appointment to the Primrose of 18 guns, in which brig, after accompanying Sir Joseph Yorke, with a large body of troops to Lisbon †, he was employed on the North Sea station upwards of two years. We subsequently find him escorting the outward bound trade to Quebec, convoying some vessels from England to Passages, and cruising for a whole winter between that port and St. Andero, under the orders of Sir George Collier.

On the 12th Mar. 1814, being then in lat. 43° 16′ N. long.

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* The officers' names appear in the above letter. The petty officers employed were Messrs. John Windham Dalling, master's-mate; Thomas Boardman, Joseph Gape, Charles Henry Ross, George Castle, Charles Kempthorn, William Lee Rees, Charles Bruce, Thomas Edward Hoste, Francis George Farewell, Robert Spearman, midshipmen; and Jonathan Angus, surgeon's-assistant.

† See Vol. I. Part II p. 459.

10° 56′ W., he discovered and made sail after a strange brig on his lee bow, running nearly before the wind. Observing that she altered her course to avoid him, that she frequently yawed about as the Primrose approached (with a large red ensign at the peak), and that she had neither lower studding-sail nor royals set, he supposed her to be an English vessel in the hands of a prize crew. Unfortunately her real character was not discovered, nor even suspected, until after much mischief had been done. It may here be as well to state, that the stranger was a King's packet, named the Duke of Marlborough, commanded by Captain John Bull, and employed in conveying a mail from Falmouth to Lisbon.

On observing the Primrose bear up and make sail, Captain Bull suspected her to be an American cruiser, and made the private signal, in order to ascertain whether she was an enemy or not: the end-on position of the two brigs, however, together with their distance from each other, and the circumstance of his flags being only half the established size, prevented the possibility of making it out.

At 7-55 P. M., it being then too dark for flags of any size to be distinguished, the packet, after a bungling and ineffectual attempt to make the private night signal, opened her stern-chasers (long brass nines), shot away most of the supposed American's head-gear, including jib and flying jib-stays, and continued firing them with considerable precision for about 20 minutes. The Primrose then ranged up on her larboard quarter, and hailed three times, but was only answered by as many single guns, followed by a whole broadside. Upon this, Captain Phillott gave her a gun or two, and endeavoured to lay her on board; but, his head-braces being shot away, he failed in the attempt, and some little time elapsed before he could again overtake her. The Primrose then commenced firing in earnest; the packet was of course soon silenced, and upon her being once more hailed, the painful truth came out. Her damages proved to be of a very serious nature; two 32-pound shot had passed through just below the water's edge; she had between three and four feet water in her hold, and the leak was fast increasing; her masts were much injured; and her stand-

ing and running rigging nearly all cut away: her loss consisted of two passengers killed, and ten or eleven other persons wounded. The Primrose had one man slain; her master (Mr. Andrew Leach), one petty-officer, and twelve men wounded: but, with the exception of a shot in the main-mast, and her sails being much cut by those fired at her during the chase, she sustained no other damage than what has been stated above.

In consequence of this unfortunate rencontre, Captain Phillott felt it necessary to apply for a court-martial on himself; but before his letter reached the Admiralty, an order had been issued to that effect, the report of a court of inquiry held at Lisbon, by order of Vice-admiral George Martin, having been previously received. The sentence was that he should be admonished for not making the private night signal. The above information has been collected from the minutes of the court-martial, held at Plymouth, on his return fron Portugal.

The Primrose subsequently formed part of a squadron under Rear-Admiral Malcolm, employed in escorting a body of British troops from the river Garonne to Bermuda. On the 25th Aug. 1814, being then off the Savannah river, watching his Majesty's late 18-gun brig Epervier, which had been commissioned and re-equipped by the Americans, Captain Phillott chased on shore and destroyed the privateer schooner Pike, mounting twelve 12-pounder carronades and one long nine, and having on board 85 men, of whom 47 were taken prisoners.

In Feb. 1815, Captain Phillott commanded a division of armed boats, sent up St. Mary's river with a view to surprise an American detachment. The force employed on this occasion consisted of 186 officers, seamen, and marines, belonging to the squadron under Sir George Cockburn, then on the coast of Georgia. The boats had proceeded a considerable distance up the river, when they were unexpectedly attacked from the Spanish side: the enemy's fire was silenced in less than half an hour; but a consideration of the narrowness of the river, it not being more than from thirty to forty yards wide for about fifty miles below, with a number of commanding heights and

houses in his rear, obliged Captain Phillott to determine on returning; which was executed with the greatest coolness and order, though exposed to the enemy's fire on both sides of the river, for more than ten hours, by which three men were killed and fifteen wounded, including amongst the latter, Captain Phillott (in two places, by a rifle-ball and buck-shot); Captain David Ewen Bartholomew, of the Erebus rocket-ship; Lieutenant Frazer, of the royal marines; and Messrs. James Everingham and Jonathan Haworth Peel, midshipmen of the Albion.

The Primrose was paid off at Woolwich, in Aug. 1815. A short time previous thereto, Captain Phillott was upset in his 4-oared gig, between Spithead and St. Helen's, while hastening on board in order to take advantage of a fair wind up Channel, his brig being then under weigh, between the latter anchorage and the Owers.

This accident happened about an hour before sun set, owing to one of the boat's crew being unable to raise his oar out of the water, and was attended with the loss of two lives. The tide was then running strong to the eastward, the wind blowing rather fresh, and the gig so far distant from any ship, vessel, or other boat, that, although she was under sail, no human being witnessed the disaster. Providentially, however, Captain Phillott and the three surviving men managed to get hold of her, and the mast having unclamped itself, they succeeded in righting her; but whenever any one attempted to get in she immediately turned over again. Having no other alternative, they were obliged to divide themselves and hang on by the opposite gunwales, each person using one hand as a paddle, in order to keep her head towards a gun-brig between them and the Primrose, which vessel approached so near that they could distinctly hear every order given; yet, notwithstanding their loud shouts for assistance, they had the bitter mortification of seeing her heave about, and stand away in another direction, without noticing them. When thoroughly exhausted, and entirely deprived of hope, they were at length picked up by a fishing boat, after full two hours immersion!!

The Primrose was one of the first sloops ordered to be com-

missioned on the peace establishment, and Captain Phillott was re-appointed to her on the 26th Aug. 1815. He subsequently served on the Jamaica station for a period of three years.

Agent.—J. Dufaur, Esq.

GEORGE MATTHEW JONES, Esq.

Received his first commission in 1802; and was junior lieutenant of the Amphion 32, when that frigate conveyed Lord Nelson from off Brest to the Mediterranean, on the renewal of hostilities with France, in 1803. He subsequently assisted at the capture of a Spanish squadron, laden with treasure, from South America bound to Cadiz *. On the 8th Nov. 1808, he was severely wounded in a gallant but unsuccessful boat attack on the coast of Istria †. On the 27th Aug. 1809, he again highly distinguished himself at the capture and destruction of six heavy gun-vessels, seven trabacolos, and a land battery of four long 24-pounders, at the mouth of the Piavie, and in sight of the enemy's squadron at Venice. A copy of his captain's official letter on that occasion is given in the preceding memoir.

We next find this officer commanding the Tuscan brig, and employed in co-operation with the defenders of Cadiz, during the siege of l'Isla de Leon, in the year 1811. His last appointment was, Jan. 23, 1817, to the Pandora of 18 guns, on the Irish station, where he remained for a period of nearly two years. He obtained post rank, Dec. 7, 1818.

In 1827, Captain Jones published "Travels in Norway, Sweden, Finland, Russia, and Turkey; also on the Coasts of the Sea of Azof and of the Black Sea: &c. &c." in 2 vols. 8vo. Previous to these travels, which were undertaken by him with a view to the acquisition of professional knowledge, he had already inspected all the naval arsenals and ports of France and Holland; and in this publication he relates the result of

* See Vol. I. Part II. pp. 536 and 833.

† See Captain Donat Henchy O'Brien.

his examination of them, as well as of those of Russia, Sweden, and Denmark; thereby presenting his readers with a great deal of interesting, and, apparently, accurate information, on the amount and condition of the maritime force of most of the European Powers.

Agents.—Messrs. Cooke, Halford, and Son.

WILLIAM WOLRIGE, Esq.

Was first lieutenant of the Volage 22, Captain Phipps Hornby, at the battle off Lissa, Mar. 13, 1811, and took rank as commander from the date of that brilliant action *. He subsequently acted as captain of the Stag frigate, in a voyage to and from Lisbon. His next appointment was, Jan 1, 1813, to the Bermuda brig, of 10 guns, in which vessel he continued until June 1815. From Aug. following until the autumn of 1818, he commanded the Wasp of 18 guns, on the Mediterranean station. His post commission bears date Dec. 7, 1818.

Captain Wolrige married, in Oct. 1820, Caroline Susan, youngest daughter of the late Thomas Ridge, of Kilmiston, co. Hants. Esq. He has four brothers, all of whom are in his Majesty's service;—viz. *Thomas*, a post-captain of 1822; *John*, a brevet-major in the royal marines; *Ambrose*, a captain in the same corps, who distinguished himself at Algiers, as first lieutenant and adjutant of the artillery company; and *Charles*, a lieutenant in the navy, who displayed great gallantry while serving as such in the boats of the Quebec frigate, at the capture of four heavy gun-vessels, on the coast of East Friesland, Aug. 3, 1811, for which he was presented by his captain with the sword of one of the French commanders †.

Agent.—J. Hinxman, Esq.

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* See Vol. II. Part I. pp. 472—476; and Suppl. Part II. p. 70.

† See Suppl. Part I. p. 264, and *Nav. Chron.* Vol. xxxii. p. 457.

JAMES KEARNEY WHITE, Esq.

Obtained post-rank, Dec. 7, 1818; and died at Bermuda, in command of the Tyne 26, on the 2nd March, 1828.

JOHN ROSS, Esq.

A Knight of the Royal Swedish Military Order of the Sword; and a Member of the London Astronomical Society.

This officer was made lieutenant, Mar. 13, 1805; advanced to the rank of commander, Feb. 1, 1812; and appointed to the Briseis brig of 10 guns, on the Baltic station, Mar. 21, in the same year. In the night of June 28th following, his lieutenant, Thomas Jones, with a midshipman and 18 men, most gallantly attacked and recaptured an English merchant ship, lying in Pillau roads, armed, in expectation of such an attempt, with six guns and four swivels, defended by a party of French troops on her deck, and surrounded by small craft in the act of receiving her cargo. In this dashing affair, the British had one man killed, and the midshipman, one sailor, and one marine wounded. In October, the Briseis captured le Petit Poucet, French privateer, of 4 guns and 23 men; and drove on shore three other vessels of the same description.

Captain Ross's subsequent appointments were, June 7, 1814, to the Actæon of 16 guns; Aug. 22, 1825, to the Driver ship-sloop; and, Jan. 4, 1818, to the Isabella, then fitting for the purpose of exploring Baffin's Bay, and inquiring into the probability of effecting a North-West passage to China. On his return home, he published an account of that "Voyage of Discovery," in two volumes 8vo. with map and plates. Since then he has laid before the public another work, entitled,

"A Treatise on Navigation by Steam: *comprising a History of the Steam Engine, and an Essay towards a System of the Naval Tactics peculiar to Steam Navigation, as applicable to Commerce and Maritime Warfare; including a comparison of its Advantages as related to other systems in the circumstances of speed, safety, and economy, but more particularly in that of* The National Defence."

On the 23rd May, 1829, Captain Ross left Woolwich, in the Victory steam-vessel, equipped, we are told, at the sole expence of a *private* individual, for the purpose of making another attempt to discover the N. W. passage. This indeed, from the way in which it is related, appears to have been one of the noblest traits of patriotic benevolence, which we have yet heard of. Captain Ross's post commission bears date, Dec. 7, 1818.

JAMES STIRLING, Esq.

Civil Superintendent of the New Settlement on the Western Coast of Australia.

This officer was made lieutenant, Aug. 19, 1808; advanced to the rank of commander, June 19, 1812; appointed to the Brazen of 18 guns, Oct. 12 following; re-appointed to the same vessel, on the peace establishment, Sept. 5, 1815; and posted, Dec. 7, 1818. In that sloop he was principally employed on the Jamaica and Leeward Island stations.

Captain Stirling's next appointment was, Jan. 25, 1826, to the Success 28, fitting at Plymouth, for the East India station. In the early part of 1827, he was sent to examine the western coast of New Holland, from Cape Leeuwin northwards, in order to ascertain an eligible situation for the establishment of a colony; and the report made by him, after a survey of 500 miles of coast, led to the selection of the Swan River, which he explored to its source, through an "exceedingly picturesque country." In December, 1828, the terms on which emigrants would be permitted to locate there were issued from the Colonial Office, and it was at the same time announced that the government of the projected settlement would be administered by Captain Stirling, as civil superintendent. He has since returned thither in the hired ship Parmelia, accompanied by Commander Mark John Currie, R. N. as harbour master, Lieutenant Roe, R. N. as surveyor-general, and some other officers, selected for their scientific acquirements, who are to hold subordinate appointments in the colony. The

Sulphur bomb-vessel, Commander William Townsend Dance, sailed at the same time, having on board a detachment of the 63rd regiment, under Captain Irwin, to be landed as a protection against the incursions of the natives.

AMOS FREEMAN WESTROPP, Esq.

Was made lieutenant, in 1797; commander, Aug. 12, 1812; and post-captain, Dec. 7, 1818. On the 24th Oct. 1812, being then in the Peruvian brig, stationed at the Leeward Islands, he captured the American privateer schooner Yankee, of 7 guns and 44 men. He subsequently commanded the Bucephalus troop-ship, and Childers sloop of war.

Agents.—Messrs. Atkins and Son.

GEORGE BRINE Esq.

A son of the late Admiral James Brine, and brother to Captain Augustus Brine, R. N.

This officer entered the navy, in 1797, as midshipman on board the Glory 98, then commanded by his father, and attached to the Channel fleet. In the following year, a diabolical plan, formed by about 150 of her crew, to throw all their officers overboard, and then run the ship into Brest harbour, was disclosed by one of the conspirators, who had taken offence at his infamous colleagues' refusal to spare Mr. George Brine, from whom he had received frequent marks of kindness *.

On his father being made a Rear-Admiral, in 1799, Mr. Brine joined the Prince 98, bearing the flag of Sir Roger Curtis, with whom he afterwards proceeded to the Cape of Good Hope, in the Lancaster 64. His promotion to the rank of lieutenant took place on that station, April 15, 1803; and he returned from thence, with the same officer, in the Diomede of 50 guns.

* See Vol. II. Part II. p. 662.

The Diomede subsequently bore the flag of Sir James Saumarez, at Guernsey; and Lieutenant Brine continued in her until his father's appointment to the second command at Plymouth, when he proceeded thither, and served under his flag as long as it remained hoisted. He was afterwards successively appointed to the Boadicea frigate, Rose sloop, and Victory first rate; the latter fitting for the reception of Sir James Saumarez, as commander-in-chief on the Baltic station. This was in 1808; and Lieutenant Brine appears to have continued serving under the same distinguished officer until promoted by him to the command of the Reynard brig, Aug. 13, 1812. Towards the close of the same year, he was removed to the Sheldrake 16, on the North Sea station, which vessel he paid off at the termination of the war.

Captain Brine's last appointment was, Aug. 25, 1815, to the Mosquito 18, fitting for the St. Helena station, from whence he returned to Portsmouth, Nov. 7, 1818. He obtained post rank on the 7th of the ensuing month.

Agent.—J. Hinxman, Esq.

RIGHT HONORABLE LORD JOHN HAY.

Third son of George, seventh Marquis of Tweeddale, who died at Verdun, in France, Aug. 9th, 1804, by Lady Hannah Charlotte Maitland, daughter of James, fifth Earl of Lauderdale.

This officer lost his left arm in a boat attack, while serving as midshipman of the Seahorse frigate, Captain John Stewart, on the Mediterranean station*. He was made lieutenant, April 1, 1812; commander, June 15, 1814; and post-captain, Dec. 7, 1818. His eldest brother was aide-de-camp to Lord Wellington, and wounded at the battle of Busaco.

Agents.—Messrs. Stilwell.

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* *Nav. Chron.* v. 19. p. 264.

CONSTANTINE RICHARD MOORSOM, Esq.

Son of Vice-Admiral Sir Robert Moorsom, K. C. B.

This officer was made lieutenant, June 6, 1812; commander, July 19, 1814; and post-captain, Dec. 7, 1818. He commanded the Fury bomb, at the battle of Algiers.

Agent.—W. M'Inerhency, Esq.

HON. GEORGE JAMES PERCEVAL.

Third, and eldest surviving son of Lord Arden, by Margaretta Elizabeth, eldest daughter of Sir Thomas Spencer Wilson, Bart.

This officer was born on the 15th March, 1794; made lieutenant, June 7, 1814; advanced to the rank of commander, June 13, 1815; and posted, Dec. 7, 1818. He served in one of the boats of the Tigre 80, Captain Benjamin Hallowell, at the capture and destruction of a French convoy in the Bay of Rosas, Nov. 1, 1809*; and commanded those of the Tenedos frigate, Captain Hyde Parker, in a successful expedition up the Penobscot river, North America, in Sept. 1814†. We lastly find him commanding the Infernal bomb, at the battle of Algiers.

Captain Perceval married, July 24, 1819, Eliza, eldest daughter of John Hornby, of Hook House, near Titchfield, Esq.

HON. JOHN GORDON.

A grandson of the late Earl of Aberdeen, and brother to the present peer. He was made lieutenant, Mar 21, 1812; advanced to the rank of commander, June 15, 1814; and posted, from the Carnation of 18 guns, into the Tamar 26, at Newfoundland, Dec. 31, 1818.

* See Suppl. Part III. p. 159. † See Vol. II. Part II. pp. 729-733.

WILLIAM POPHAM, Esq.

ELDEST son of the late Rear-Admiral Sir Home Riggs Popham, K. C. B. who died at Cheltenham, Sept. 11, 1820.

This officer passed his examination in June, 1811; was made lieutenant, Feb. 14, 1812; advanced to the rank of commander, Dec. 23, 1814; and appointed acting captain of the Sybille frigate, bearing his father's flag, on the Jamaica station, Feb. 2, 1819. This appointment was confirmed by the Admiralty, May 19th following.

Captain Popham commanded the Hecla bomb, at the battle of Algiers.

Agent.—T. Collier, Esq.

JAMES TOMKINSON, Esq.

OBTAINED the rank of lieutenant, Sept. 19, 1805; and was first of the Comet sloop, Captain Cuthbert Featherstone Daly, at the capture of la Sylph, French national brig, of 18 guns and 98 men, Aug. 11th, 1808. "His zeal and activity in this contest" were duly reported by Captain Daly, whose official account of the affair will be found at p. 386 *et seq.* of Suppl. Part I. Lieutenant Tomkinson's promotion to the rank of commander took place Mar. 12th, 1810.

We next find this officer engaged in a series of arduous and most important services, off Isle Bourbon, under Captain (now Sir Josias) Rowley; who, when reporting the capture of la Venus French frigate, and the re-capture of H. M. S. Ceylon, on the 18th Sept. 1810, "thought it his duty to notice the active zeal shown by Captain Tomkinson of the Otter, and Lieutenant Street, commanding the Staunch gun-brig," both on that and former occasions.

The Ceylon was taken possession of by Captain Tomkinson, who appears to have commanded her at the subsequent reduction of the Isle of France. His post commission bears date, Aug. 12th, 1819.

Captain Tomkinson married, July 13, 1820, Frances Eliza, widow of Major George Beane, R. H. A.

Agent.—J. Hinxman, Esq.

JAMES HAY, Esq.

Obtained the rank of lieutenant, Mar. 1st, 1806; and, while serving as first of the Amaranthe sloop, commanded the boats of a squadron under Captain F. A. Collier, at the destruction of la Cygne, French national brig, of 18 guns and 140 men, laden with flour, guns, &c. for the relief of Martinique, Dec. 13, 1808*. During the operations afterwards carried on for the reduction of that island, he acted as commander of the Amaranthe, in the absence of Captain E. P. Brenton, then serving on shore with the army. His promotion to that rank took place May 2, 1810; on which occasion he was appointed to the Papillon brig, of 16 guns, afterwards employed on the Mediterranean station. His post commission bears date, Aug. 12, 1819.

Agent.—J. Clementson, Esq.

SIR CHARLES THOMAS JONES, Knt.

Was made lieutenant in 1798; advanced to the rank of commander, Aug. 15, 1810; appointed to the Harrier sloop, June 16, 1814; re-appointed to the same vessel, on the peace establishment, Aug 16, 1815; and posted Aug. 12, 1819.

Agent.—Sir F. M. Ommanney.

CHARLES BURROUGH STRONG, Esq.

Was made lieutenant in 1801; and we first find him serving under Captain (now Sir Edward) Owen, who makes the following mention of him in a letter to Rear-Admiral Louis, reporting an action between the Immortalité frigate and a division of the Boulogne flotilla, Oct. 23, 1804:

* See Supplement, Part I. p. 421.

"It is not possible for me to speak too highly of the conduct of every officer and man; each, in his station, gave me the fullest satisfaction: but it gives me serious pain to add, that of these brave fellows, one was killed, and ten wounded (three mortally), besides the third lieutenant, Charles Burrough Strong, of whose assistance I was deprived before a shot was fired by us, and whose loss I feel the more, as two years' service with me in this ship has fully proved to me his worth: his wounds, however, are not dangerous."

Lieutenant Strong removed with the same excellent officer into the Clyde frigate, as first lieutenant, and commanded her boats on many services against the enemy, particularly during the Walcheren expedition.

When reporting the complete evacuation of that island, in Dec. 1809, Commodore Owen informed Sir Richard J. Strachan, that, "the peculiar circumstances he had been placed in, obliged him to leave the management of his own ship wholly to Lieutenant Strong, and thereby gave him an opportunity to confirm the good opinion he had formed of him in the course of seven years' service together."

Mr. Strong was promoted to the command of the Bustard, a 16-gun brig, on the Mediterranean station, Mar. 14th, 1811; and posted while commanding the Morgiana 18, on the coast of Africa, Aug. 12th, 1819.

Agent.—J. Woodhead, Esq.

JOHN BALDWIN, Esq.

Was made lieutenant, Mar. 25, 1803; and obtained the next step by his able and gallant conduct as first of the Astræa frigate, Captain Charles Marsh Schomberg, in action with a French squadron off Madagascar, on the 20th May, 1811*. His commission as commander bears date Nov. 18th following, at which period he was appointed to the Trojan brig of 10 guns, on the North Sea station. He subsequently commanded the Flamer 12; and, since the peace, the Fly 18, at Newfoundland.

* See Vol. II. Part II. p. 835.

The Fly was wintering at St. John's when Vice-Admiral Pickmore, died there, Feb. 24, 1818. The next day, she was ordered to commence cutting through the ice, for the purpose of conveying the body of the deceased governor to England; but although there were about 300 men, besides her own crew, daily employed on it, the canal was not sufficiently large to permit her to pass through until Mar. 18th, a period of three weeks. The distance cut was 2856 yards; the ice was from two and a half to five feet thick; the blocks cut out of it were from 33 to 36 feet in breadth, all of which were hauled up on the main body by a single rope. Added to this labour, the channel cut was almost every morning frozen to between six and seven inches thick; and the operation of clearing this away was obliged to be performed daily. The Fly arrived at Portsmouth, April 16, 1818, and was soon afterwards paid off for re-commissioning.

Captain Baldwin's promotion to post rank took place Aug. 12th, 1819.

Agents.—Messrs. Cooke, Halford, and Son.

ROBERT RIDDELL CARRÉ, Esq.

This officer is the third son of William Riddell, of Camiestown, in Roxburghshire, Esq. by Elizabeth, only daughter of John Carré, of Cavers-Carré, in the same county, Esq. On both sides he is descended from ancient families, for many centuries settled in that part of Scotland. He was born in Edinburgh, Feb. 27, 1782; and did not add the name of Carré to that of his paternal ancestors until the year 1817.

Mr Robert Riddell entered the navy in 1796, as midshipman on board the Albatross brig, Captain (now Rear-Admiral) George Scott, where he remained until that officer's promotion, in June, 1798. Previous to his leaving the Albatross he witnessed the suppression of a mutiny among her crew; and assisted in capturing two of the enemy's privateers *. He after-

* See Vol. II. Part I. p. 146.

wards successively served under Captains William Brown, Charles Lydiard, and Archibald Collingwood Dickson, in the Kite brig and Veteran 64, on the North Sea and Baltic stations *.

In April, 1803, Mr. Riddell, who had been serving on board one of the guard-ships at Plymouth, during the short peace of Amiens, joined the Sceptre 64, and proceeded with his former captain, then Sir Archibald C. Dickson, to the East India station, where he was appointed lieutenant of the same ship, in 1804; his commission, however, was not confirmed by the Admiralty until Oct. 5, 1805. He returned home from thence, invalided on account of ill health, in April, 1807.

Mr. Riddell's next appointment was, in July following, to the Orion 74, and he continued in that ship, the latter part of the time as senior lieutenant, under Sir Archibald C. Dickson, in the North Sea and Baltic, until his advancement to the rank of commander, Feb. 1. 1812. From Dec. 8 in that year, until Nov. 15, 1816, he commanded the Britomart of 10 guns, successively employed off the Scheldt and the Texel, on the Irish and Portsmouth stations, and in the brilliant expedition against Algiers †.

Captain Riddell assumed the name and arms of Carré, in conformity to the will of his maternal uncle, Alexander Carré, Esq. who died in 1817, bequeathing to him the small but old family estate of Cavers Carré, where he has ever since resided. He obtained post rank, Aug. 12, 1819.

Sir GEORGE AUGUSTUS WESTPHAL, Knt.

Was a midshipman of Nelson's flag-ship, and wounded, at Trafalgar: his first commission bears date Aug. 15, 1806. We next find him serving as senior lieutenant of the Belleisle 74, Captain (now Sir George) Cockburn, and commanding a subdivision of gun-boats during the attack on Flushing, between the 8th and 15th August, 1809. Early in the following year he was appointed, with the same officer, to the Implacable of

* See Vol. I. Part II. p. 759. † See Vol. I. Part I. p. 227.

similar force, and selected by him to land the Baron de Kolli in Quiberon bay, from whence that personage had undertaken to proceed to Valençay, in order to arrange the escape of Ferdinand VII, whose subjects were invoking the aid of Heaven and of England, for the restoration of their then beloved monarch, at whose presence discord, war, and famine, were fondly expected to cease *.

The Implacable was next ordered to Cadiz, from whence Lieutenant Westphal accompanied his captain in an expedition sent against the French at Moguer, a town on the Huebla, over a branch of which river the Spanish troops commanded by General Lascy, were transported by eleven flat boats under his directions; thereby greatly facilitating the object in view. The result of this enterprise was the expulsion of the enemy from Moguer and the adjacent coast, with considerable loss in killed, wounded, and prisoners. Captain Cockburn, in his official report to Rear-Admiral Sir Richard G. Keats, dated on board the Jasper sloop, Aug. 25, 1810, after detailing the proceedings of the allied forces, says:

"It is now, Sir, a pleasant duty incumbent on me, to assure you, that nothing can exceed the good conduct of the officers and men you have placed under my orders; and I must beg leave particularly to mention to you the unremitted assistance I have received from Captain Daniel of this sloop, and from Lieutenant Westphal, first of the Implacable, who, by his conduct on this service, has added to the many claims he already had to my particular notice and recommendation."

From this time we find no particular mention of Lieutenant Westphal until the period when Rear-admiral Cockburn, whose fortunes he constantly followed, arrived on the North American station, and commenced a series of active and important operations in the rivers at the head of the Chesapeake bay. The first service performed is thus described by the Rear-Admiral, in an official letter to Sir John B. Warren, commander-in-chief, dated on board the Fantome sloop, in the Elk River, April 29, 1813:—

"Sir,—I have the honor to acquaint you, that having yesterday gained

* Brenton, Vol. IV. p. 422.

information of the dépôt of flour (alluded to in your note of the 23rd instant) being with some military and other stores, situated at a place called French Town, a considerable distance up the river Elk, I caused H. M. brigs Fantome and Mohawk, and the Dolphin, Racer, and Highflyer, tenders, to be moored, yesterday evening, as far within the entrance of this river as could be prudently effected after dark; and at eleven o'clock last night, the detachment of marines now in the advanced squadron, consisting of about 150 men, under Captains Wyborn and Carter, of that corps, with five artillerymen, under first Lieutenant Robertson, R. A. (who eagerly volunteered his valuable assistance on this occasion), proceeded in the boats of the squadron, the whole being under the direction of Lieutenant G. A. Westphal, first of the Marlborough, to take and destroy the aforesaid stores, the Highflyer, under the command of Lieutenant T. Lewis, being directed to follow, for the support and protection of the boats, as far and as closely as he might find it practicable.

"Being ignorant of the way, the boats were unfortunately led up the Bohemia river, instead of keeping in the Elk, and it being day-light before this error was rectified, they therefore did not reach the destined place till between eight and nine o'clock this morning, which occasioned the enemy to have full warning of their approach, and gave him time to collect his force and make his arrangements for the defence of his stores and town, for the security of which a six-gun battery had lately been erected, and from whence a heavy fire was opened on our boats the moment they approached within its reach; but the launches, with their carronades, under the orders of Lieutenant Nicholas Alexander, first of the Dragon, pulling resolutely up to the work, keeping up at the same time a constant and well directed fire on it, and the marines being in the act of disembarking on the right, the Americans judged it prudent to quit their battery, and to retreat precipitately into the country, abandoning to their fate French Town and its dépôts of stores: the whole of the latter, therefore, consisting of much flour, a large quantity of army clothing, of saddles, bridles, and other equipments for cavalry, &c. &c. &c. together with various articles of merchandize, were immediately set fire to, and entirely consumed, as were five vessels lying near the place; and the guns of the battery, being too heavy to bring away, were disabled as effectually as possible, by Lieutenant Robertson and his artillerymen; after which, my orders being completely fulfilled, the boats returned down the river without molestation, and I am happy to add, that one seaman, of the Maidstone, wounded in the arm by a grape-shot, is the only casualty we have sustained.

"To Lieutenant G. A Westphal, who has so gallantly conducted, and so ably executed this service, my highest encomium and best acknowledgments are due; and I trust, Sir, you will deem him to have also thereby merited your favorable consideration and notice. It is likewise my pleasing duty to acquaint you, that he speaks in the highest terms of the zeal and good conduct of every officer and man employed with him on this occasion; but

particularly of the very great assistance he derived from Lieutenant Robertson of the artillery, Lieutenant Alexander of the Dragon, Lieutenant Lewis, of the Highflyer, and Captains Wyborn and Carter, of the royal marines.

"I have now anchored the above mentioned brigs and tenders near a farm, on the right bank of this river, where there appears to be a considerable quantity of cattle, which I intend embarking for the use of the fleet under your command, and if I meet with no resistance or impediment in so doing, I shall give the owner bills on the Victualling Office for the fair value of whatsoever is taken; but should resistance be made, I shall consider them as prize of war, which I trust will meet your approbation; and I purpose taking on board a further supply for the fleet to morrow, on similar terms, from Spesucie Island, which lies a little below Havre de Grace, and which I have been informed is also well stocked. I have the honor to be, &c.

(Signed) "G. Cockburn."

The Rear-admiral's subsequent proceedings have been officially described in our memoirs of Captains John Lawrence, C. B. and the Hon. Henry Dilkes Byng, then commanders of the Fantome and Mohawk. By reference to p. 124, it will be seen that Lieutenant Westphal received a shot through his hand whilst leading a party in pursuit of some American troops at Havre de Grace, on the 3rd May; and that, with his remaining hand, he made prisoner, and brought in, a captain of their militia. "From a thorough conviction of his merits," says Rear-admiral Cockburn, "he having served many years with me as first lieutenant, I always, on similar occasions, expect much from him; but this day he even outstripped those expectations, and though in considerable pain from his wound, he insisted on continuing to assist me to the last moment with his able exertions: I therefore, Sir, cannot but entertain a confident hope that his services of to day, and the wound he has received, added to what he so successfully executed at French Town, will obtain for him your favorable consideration and notice, and that of my Lords Commissioners of the Admiralty."

On the 11th July following, Rear-admiral Cockburn, in the Sceptre 74, Captain Charles Bayne Hodgson Ross, took up the anchorage off Ocracoke bar, with the Romulus, Fox, and Nemesis, troop-ships, the Conflict brig, and the Highflyer and Cockchafer, tenders, having on board a body of troops under Lieutenant-Colonel Napier, of the 102nd regi-

ment. Conceiving that much advantage was likely to be derived by carrying into immediate execution the orders he had received, for putting an end to the commerce carried on from the port of Ocracoke, by means of the inland navigation, and for destroying any vessels that might be there, he directed preparations to be instantly commenced for the debarkation of the troops, and for making the intended attack.

An advanced division of the best pulling boats, with armed seamen, and some marines of the Sceptre, were directed to precede the others, for the purpose of attacking the enemy's shipping, and of occupying and diverting the fire of any armed vessels stationed at the place; Lieutenant Westphal, then first of the Sceptre, was entrusted with this division, supported by Captain Ross, with the rocket-boats.

Captain David Paterson, of the Fox, commanded the division of flat and heavier boats, with as many soldiers as they could carry, destined to attack and occupy such positions on the surrounding lands as circumstances and the enemy's means of defence might point out the propriety of, after day-light. The third and last division was composed of the Conflict, Captain Henry Loraine Baker, the armed tenders, and several other small vessels, which were directed to take the remainder of the troops on board, and to follow the boats into the harbour, as fast and as far as might be found practicable: Captain Ross was charged with the general superintendence of the whole arrangement; and Captains George William Henry Knight and the Hon. James Ashley Maude, "with much laudable zeal" also attended to render Rear-admiral Cockburn their personal assistance wherever circumstances might require it*.

The whole moved from the ships towards the shore about 2 A. M. on the 12th; but owing to the great distance from the bar to the harbour, and the heavy swell which was running,

* Captain Paterson, of the Fox, died Sept. 9th following, on his passage from the Chesapeake to Halifax. His activity during the time that he was employed in America had been very great, and his exertions contributed to bring on that sickness which terminated so fatally.

it was considerably after day-light before the advanced division turned a projecting shoal point, behind which the vessels lay, and round which is the only possible way by which the shore can be approached with safety; the enemy, therefore, had some little time to prepare for defence, which he did not fail to avail himself of, and immediately the boats doubled the point, a heavy fire was opened on them from a brig and schooner, which hoisted American colours, and were soon discovered to be the only armed vessels there: Lieutenant Westphal, therefore, with his division, "pulled directly and resolutely for these," under cover of some rockets, which were thrown by Captain Russel, R. A. with admirable precision.

The fire of the brig now began to slacken; and on Lieutenant Westphal's approaching her bow with the advanced boats, the enemy cut her cable and abandoned her; the schooner's colours were then hauled down. The troops in the meantime having effected a landing, without further opposition, took possession of Portsmouth and Ocracoke island, where all surrendered to their mercy. The brig proved to be the Anaconda, mounting 18 long 9-pounders, a most beautiful vessel, coppered, and fit for his Majesty's service; as was also the schooner, a letter of marque of 240 tons, mounting 10 guns.

Lieutenant Westphal was promoted by the Admiralty, July 8th, 1813; just four days previous to the capture of the Anaconda, which vessel was commissioned and placed under his command. We next find him serving in the expedition against New Orleans, where he was employed on shore with the naval brigade under Captain Sir E. Thomas Troubridge, Bart. who, in his official report to Vice-admiral Sir Alexander I. Cochrane, stated, that the conduct of all the officers and seamen had met very general approbation, and that he felt it his duty "to particularize the exertions of Captains Money, Rogers, and Westphal."

Captain Westphal obtained post rank, Aug. 12th, 1819; and was appointed to the Jupiter 60, fitting for the conveyance of Lord Amherst and suite to Bengal, May 27th, 1822.

He returned to England, Dec. 20th, 1823; and had the honor of knighthood conferred upon him shortly after his arrival.

Agent.—Sir F. M. Ommanney.

PROVO WILLIAM PARRY WALLIS, Esq.

This officer has passed the greater part of his professional life on the Halifax station. He was there made lieutenant by the late Hon. Sir George C. Berkeley, into the Triumph 74, Captain Sir Thomas M. Hardy; and it was there that he obtained the rank of commander, for his gallant conduct as second of the Shannon frigate, at the capture of the U. S. ship Chesapeake, June 1, 1813*; since the peace, he has served there, as captain of the Niemen 28. His first commission bears date Nov. 30, 1808; he was made commander, July 9, 1813; posted, Aug. 12, 1819; and appointed to the Niemen, June 4, 1824. His sister is married to Lord James Townsend, Captain R. N.

Agent.—J. Hinxman, Esq.

HON. FREDERIC NOEL,

Sixth son of the late Diana, Baroness Barham, in her own right, by Gerard Noel Edwardes, of Exton Park, Cottesmore, Ketton, and Catmore Lodge, all in the county of Rutland, Esq. M. P. who assumed the name and arms of Noel, by royal sign manual, May 5th, 1798, in compliance with the will of his maternal uncle, Henry Earl of Gainsborough, and succeeded on the death of his father-in-law, Lord Barham, to the title of baronet.

This officer was born at Betchworth, co. Surrey, April 25th, 1790; and we first find him serving as midshipman, in one of the boats of the Tigre 80, Captain Benjamin Hallowell, at the capture and destruction of a French convoy in the bay of Rosas, Nov. 1, 1809†. He was made lieutenant, July 18,

* See Vol. II. Part I. pp. 374—380. † See Suppl. Part III. p. 159.

1811; promoted to the command of the Weazle sloop, in the Mediterranean, July 29, 1813; appointed to the Pandora of 18 guns, fitting for the Cork station, Aug. 28, 1815; and posted, while commanding the Spey 20, on the 12th Aug. 1819.

Captain Noel married, Sept. 7, 1815, Mary, eldest daughter of the late William Woodley, Esq. Governor of Berbice.

WILLIAM SARGENT, Esq.

Is a native of Durham, and we are told that he commenced his nautical life in the merchant service. He obtained the rank of lieutenant, Oct. 24, 1799; and was made commander, Dec. 4, 1813. In the following year he served as volunteer with Captain Edmund Palmer, who acknowledges having "derived the greatest assistance from his professional ability" during the action between the Hebrus and l'Etoile, which ended in the capture of the French frigate after an obstinate and sanguinary contest of two hours and a quarter.*

On the 18th May, 1814, Captain Sargent was appointed to the Cordelia brig, of 10 guns, in which vessel we find him present at the battle of Algiers: he subsequently commanded the Mutine sloop, on the Irish station. His promotion to post rank took place Aug. 12, 1819.

Agent.—J. Clementson, Esq.

HUGH PATTON, Esq.

Son of the late Governor Patton, of the island of St. Helena; and brother-in-law to Major-General Sir Henry Torrens, K. C. B. &c. &c.

This officer obtained the rank of lieutenant, Feb. 1, 1811; and was promoted to the command of the Fairy sloop, Dec. 6, 1813. His advancement to post rank took place, Aug. 12th, 1819; since which he has commanded the Rattlesnake 28,

* See Suppl. Part I. p. 215, *et seq.*

on the West India station, for the usual period of three years.

ALEXANDER DOBBS, Esq.

A Companion of the Most Honorable Military Order of the Bath.

Fourth son of the late Counsellor Francis Dobbs, who was a member of the Irish parliament.

This officer appears to have been born at Dublin, about the year 1784; and he entered the navy under the auspices of Vice-Admiral (afterwards Sir Robert) Kingsmill, as midshipman on board the Santa Margaritta frigate, Captain George Parker, in 1797. His first commission bears date Nov. 9, 1804; on which very day, being then a passenger in the Thetis, outward bound West-Indiaman, mounting 16 small guns, with a crew of 49 men and boys, he assisted in beating off le Buonaparte French brig privateer, of 18 long 8-pounders and 170 men, of whom 20 were killed and 30 wounded. The Thetis's loss amounted to only 2 slain and 11 wounded.*

On the day after this action, Mr. Dobbs arrived at Barbadoes, and was immediately appointed by Sir Samuel Hood to the Epervier brig, stationed at the Leeward Islands, from whence he was soon obliged to return home in consequence of yellow fever. His subsequent appointments were to the Confiance 22, Topaze frigate, Northumberland 74, and Leviathan of similar force; the latter ship commanded by Captain Patrick Campbell, on the Mediterranean station.

On the 29th April, 1812, the boats of the Leviathan, under the direction of Lieutenant Dobbs, attacked several French vessels lying at Agaye, near Frejus; four merchantmen were brought out, and a privateer brig of 14 guns was set on fire, but not so effectually as to cause her destruction: in the performance of this service two men were killed and four wounded by the enemy's fire from the shore. On the 10th of the following month, Lieutenant Dobbs assisted at the destruc-

* Le Buonaparte was taken two days afterwards by the Cyane sloop, Captain the Hon. George Cadogan.

tion of eighteen deeply laden settees, under the town and batteries of Languilla, in the Gulf of Genoa *: the Leviathan's loss on this occasion consisted of two men slain and eight wounded. The destruction of another French convoy is thus described by Captain Campbell, in a letter to his senior officer Captain Josias Rowley, dated June 27, 1812:

"Sir,—Eighteen sail of square and latine-rigged vessels having assembled at Languilla and Alassio, and the Curaçoa having joined, which, with the Impérieuse and l'Eclair, made our force, I conceived, sufficient to attack both places, this morning, about an hour before day-break, the marines were landed between the towns, under the command of Captain Owen, R. M., of this ship, covered by l'Eclair. They had hardly formed on the beach, before they were attacked by treble their number. Prisoners report they had upwards of 500 men in the two towns, a company having come to each in the evening, independent of one in each as its garrison; but nothing could withstand our brave fellows; they dashed at them with the bayonet, and drove them from their batteries into the towns, killing a great many, and taking fourteen prisoners. After spiking the guns (nine in number) and a mortar, and destroying the carriages, they were embarked; but, though the ships were anchored within less than musket-shot of the towns, and l'Eclair on her sweeps, going where she could be of most effect, the launches, and other boats with carronades, keeping up a heavy fire, we could not effectually drive them from the houses, so as to enable our boats to bring the vessels off, which were made fast in all manner of ways, with sails unbent, rudders unshipt, &c. without risk of great loss—we therefore destroyed them with our guns.

"I want words sufficiently to express my admiration of the conduct and gallantry of Captain Owen, and the officers, &c. of royal marines, as also of the officers and seamen employed in the boats. I feel much indebted to Lieutenant Dobbs, first of this ship, for his judicious arrangement in disembarking, embarking, and covering the marines, as they advanced to the different batteries. It is most painful to me to add, we have suffered severely †. I have the honor to be, &c.

(Signed) "PATRICK CAMPBELL."

In 1813, Lieutenant Dobbs went out with Sir James L. Yeo to the Canadian Lakes, and on his arrival there was appointed an acting commander; in which capacity we find him

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* See Vol. I. Part II. p. 633.

† Leviathan, 2 men killed, and 17 wounded. The total loss in the squadron was 9 slain and 31, including Lieutenant William Walpole, of the Imperieuse, wounded.

present at the attack upon Sackett's Harbour, ending in the destruction of a small 10-gun brig (formerly British) and a barrack containing, among other valuable articles, the whole of the naval stores recently captured at York, by the American Commodore Chauncey. The other naval operations of that year are detailed at pp. 91—93.

On the 14th Feb. 1814, Lieutenant Dobbs was promoted to the rank of commander; and in May following, "he behaved much to the satisfaction" of Sir James Yeo, at the attack and capture of Oswego *.

After this important event, two brigs and two schooners were placed under the orders of Captain Dobbs, and sent up the Niagara to co-operate with Lieutenant-General Drummond, on which service they remained during the whole campaign.

In the early part of August, the American schooners Ohio, Somers, and Porcupine, were stationed close to Fort Erie, then in the enemy's possession, and Captain Dobbs resolved to attempt their capture or destruction. For this purpose he landed a detachment of 75 men, and caused them to carry his gig upon their shoulders, from Queenstown to Frenchman's creek, a distance of 20 miles. From the latter spot, by the aid of the Canadian militia, five batteaux, as well as the gig, were got across through the woods to Lake Erie: the result of this extraordinary enterprise is shewn by his official report, dated Aug. 13, 1814.

"Sir,—Having succeeded in getting my gig and five batteaux across from the Niagara river to Lake Erie, a distance of eight miles by land, I last night attacked the enemy's schooners that had anchored close to Fort Erie for the purpose of flanking the approaches to it. Two of them were carried sword in hand in a few minutes, and the third would certainty have fallen, had the cables not been cut, which made us drift to leeward of her, among the rapids. The schooners taken are the Ohio and Somers, commanded by lieutenants, and each mounting three long 12-pounders, with a complement of 35 men. My gallant friend, Lieutenant (Copleston) Radcliffe, and one seaman, fell in the act of boarding, which, with four wounded, is our whole loss. The enemy had one man killed and seven wounded; among the latter is Lieutenant (A. M.) Conklin, commanding the squadron,

* See Suppl. Part II. p. 216.

as well as two of his officers. The steady and gallant conduct of the officers, seamen, and marines employed on this service, were such as to have ensured me success against a greater force, and has called forth a very handsome public order from Lieutenant-general Drummond. I beg leave particularly to mention Mr. (John) Grindred, mate of the Star, and Mr. Hyde, mate of the Charwell, not only for their gallant conduct in the attack, but for their skill in bringing the vessels into the Niagara, through shoals and rapids, and under a constant and heavy fire. I have the honor to be, &c. (Signed) "ALEXANDER DOBBS."

"*To Commodore Sir J. L. Yeo, &c. &c. &c.*"

This exploit proved that British seamen could find expedients to capture two out of three fine American armed schooners, in a quarter where the gig and five batteaux of the conquerors were the only vessels they had afloat; and even these were so much shook by travelling, that when launched they were nearly half full of water.

On the same day that the above letter was written, Lieutenant-general Drummond commenced battering Fort Erie, preparatory to a grand assault upon the enemy's works; and Captain Dobbs, leaving his valuable prizes off Frenchman's creek, hastened with 120 officers and men to the British camp. On his arrival there, he immediately volunteered to lead to the attack, and offered the services of his followers to carry the scaling ladders. The result was unfortunate, as will be seen by the following extracts of the military commander's report:

"*Camp before Fort Erie, Aug.* 15, 1814.

"Sir,—Having reason to believe that a sufficient impression had been produced on the works of the enemy's fort, by the fire of the battery which I had opened on it on the morning of the 13th, and by which the stone building was much injured, and the general outline of the parapet and embrazures very much altered, I was determined on assaulting the place; and accordingly made the necessary arrangements for attacking it, by a heavy column directed to the entrenchments on the side of Snake-hill, and by two columns to advance from the battery, and assault the fort and entrenchments on this side.

"The troops destined to attack by Snake-hill, under Lieutenant-colonel Fischer, marched at four o'clock yesterday afternoon, in order to gain the vicinity of the point of attack in sufficient time.

"It is with the deepest regret I have to report the failure of both attacks, which were made two hours before day-light this morning. A copy of Lieutenant-colonel Fischer's report, herewith enclosed, will enable your

excellency to form a tolerably correct judgment of the cause of the failure of that attack; had the head of the column, which had entered the place without difficulty or opposition, been supported, the enemy must have fled from his works, (which were all taken, as was contemplated in the instructions, in reverse,) or have surrendered.

"The attack on the fort and entrenchments leading from it to the lake, was made at the same moment by two columns, one under Lieutenant-colonel Drummond, 104th regiment, consisting of the flank companies 41st and 104th regiments, and a body of seamen and marines, under Captain Dobbs, of the royal navy, on the fort: the other, under Colonel Scott, 103d, consisting of the 103d regiment, supported by two companies of the royals, was destined to attack the entrenchments. These columns advanced to the attack as soon as the firing upon Colonel Fischer's column was heard, and succeeded after a desperate resistance, in making a lodgment in the fort through the embrazures of the demi-bastion, the guns of which they had actually turned against the enemy, who still maintained the stone building, when, most unfortunately, some ammunition, which had been placed under the platform, caught fire from the firing of the guns in the rear, and a most tremendous explosion followed, by which almost all the troops which had entered the place where dreadfully mangled. Panic was instantly communicated to the troops, who could not be persuaded that the explosion was accidental, and the enemy, at the same time, pressing forward, and commencing a heavy fire of musketry, the fort was abandoned, and our troops retreated towards the battery. Our loss has been severe in killed and wounded: and I am sorry to add, that almost all those returned 'missing' may be considered as wounded or killed by the explosion, and left in the hands of the enemy. * * * * * * The exertions of Captain Dobbs, R. N. commanding a party of volunteer seamen and marines, are entitled to my acknowledgments. (Signed) "GORDON DRUMMOND."

"To H. E. Sir George Prevost, Bart. &c. &c. &c."

The loss sustained by the naval detachment, on this disastrous occasion, consisted of 28 missing and 25 wounded; among the former was Mr. Hyde; and in the latter list we find the names of Captain Dobbs, Lieutenant Stevenson, Mr. Harris (master), Mr. Grindred (mate), and Mr. Arthur (midshipman): the latter, although only fifteen years old, was one of the first that entered the fort.

Captain Dobbs obtained post rank Aug. 12, 1819; and died at Milan, in the year 1827. One of his brothers, Captain Joseph Dobbs, of the 52d foot, was killed at the storming of Ciudad Rodrigo; another, Captain John Dobbs, of the same corps, was wounded before Bayonne.

HON CHARLES ORLANDO BRIDGMAN.

SECOND son of Orlando, first Earl of Bradford, by Lucy Elizabeth, daughter of the fourth Viscount Torrington.

This officer was born Feb. 5, 1791; made lieutenant, Sept. 10, 1810, and commander, May 16, 1814; appointed to the Icarus brig, of 10 guns, fitting for the South American station, June 24, 1817; and posted, Sept. 2, 1819. At present he commands the Rattlesnake 28, in the Mediterranean. He married, Dec. 2, 1819, Eliza Caroline, eldest daughter of Henry Chamberlain, Esq. British Consul at Rio Janeiro.

Agent.—Sir F. M. Ommanney.

HENRY SHIFFNER, Esq.

A Magistrate for the County of Sussex.

ELDEST surviving son of Sir George Shiffner, Bart. M. P. by Mary, only daughter and heiress of Sir John Bridger, of Coombe Place, Lewes, Knt. *.

This officer was born, Nov. 4, 1789, and educated at the Royal Academy, Portsmouth, from whence he joined the Thetis frigate, Captain (now Rear-Admiral) William Hall Gage, in 1805. His promotion to the rank of lieutenant took place Feb. 10, 1809; on which occasion he was appointed to the Trusty, of 50 guns. In the following month, he was removed to the Owen Glendower 36, Captain William Selby, under whom he assisted at the capture of the island of Anholt, May 18th following †. We subsequently find him in the same ship, on the East India station, where he continued under the command of Captain Brian Hodgson, until Nov. 1814; when he received a commission from England, dated Feb. 22nd, pro-

* Sir George Shiffner is the son of the late Henry Shiffner, of Pontrylass, co. Hereford, Esq. formerly in parliament for Minehead, by Mary, daughter and co-heiress of John Jackson, Esq. appointed Governor-General of Bengal in 1748, whose wife was niece to John Lord Bellenden.

† See Vol. II. Part I. p. 121.

moting him to the command of the Sphynx sloop, then building at Bombay: he returned home, on admiralty leave, in the year 1815. His subsequent appointments were, Jan. 6, 1818, to the Drake of 10 guns, fitting for the Newfoundland station; May 30, 1819, to the Carnation 18; and, Sept. 11th following, to the Egeria 26, at St. John's. He obtained post-rank Nov. 10th in the latter year; and paid off the Egeria Jan. 5, 1820.

Captain Shiffner married, July 9, 1825, Emily, second daughter of the late Thomas Brooke, of Church Minshull, Cheshire, Esq. His eldest brother, John Bridger Shiffner, a captain in the 3rd regiment of foot guards, was mortally wounded at the sortie from Bayonne, April 14, 1814, and died the following day: he has another brother, George, in holy orders; and one of his sisters, Frances, is married to the Rev. C. E. Keene.

Agents.—Messrs. Maude and Co.

HENRY FORBES, Esq.

Was acting lieutenant of the Donegal 74, Captain (now Sir Pulteney) Malcolm, at the battle off St. Domingo, Feb. 6, 1806 *; and confirmed by the Admiralty, April 9th following. He obtained the rank of commander, Feb. 1, 1812; and was posted, while commanding the Larne sloop, on the Mediterranean station, Dec. 7, 1819.

Captain Forbes married, Sept. 28, 1822, Jane, eldest daughter of Sir Everard Home, Bart. F. R. S. Sergeant-Surgeon to the King.

Agents.—Messrs. Stilwell.

WILLIAM WALPOLE, Esq.

We first find this officer serving as midshipman of the Ajax 80, in the expedition against Constantinople. After the destruction of that ship by fire, Feb. 14, 1807 †, he joined the Endymion frigate, Captain the Hon. Thomas Bladen Capel;

* See Vol. I. Part II. p. 594. † See *id.* p. 648.

and continued in her until his promotion to the rank of lieutenant, Aug. 8, 1808. During the last four years of the war with France, he served under Captain the Hon. Henry Duncan, in the Imperieuse 38, on the Mediterranean station. We have before stated that he received a wound on the 27th June, 1812, while assisting at the destruction of the enemy's batteries and shipping at Languilla and Alassio, in the gulf of Genoa *. The official account of that service has been given at p. 217.

Captain Walpole's commission as commander bears date June 15, 1814 †. His next appointments were, May 12, 1815, to the Thames 38, armed *en flûte*, which ship he re-commissioned in Sept. following; and Feb. 10, 1818, to the Curlew 18, fitting for the East India station.

In 1819, the Bombay government fitted out an expedition to destroy the pirates of the Persian Gulf, who, forgetting the chastisement inflicted on them by Captain Wainwright and Lieutenant-colonel Smith, in Nov. 1809 ‡, had begun again to follow their former atrocious practices. The command of the troops was entrusted to Major-general Sir William Grant Keir, Knt. K. M. T.; and the naval part was placed under the directions of Captain Francis Augustus Collier, C. B. whose force consisted of his own ship, the Liverpool 50; the Eden 26, Captain Francis Erskine Loch; the Curlew sloop, Captain Walpole; several of the Hon. Company's cruisers; and a number of gun and mortar-boats. The following is an outline of the operations before Ras-al-Khyma, by an officer of the squadron:

"On the 2nd December, the expedition cast anchor off Ras-al-Khyma. On the passage thither, we had been joined by several frigates belonging to his Highness the Imaum of Muscat. At 4 o'clock in the morning of the 4th, the first division of troops effected a landing two miles S. W. of the place. The gun-boats and an armed pinnace covered the debarkation: no opposition was made. Captain Loch acted as beach-master, and Captain Walpole commanded the flotilla. The men immediately commenced the formation of a camp. During the day, the remainder of the army landed,

* See Vol. II. Part II. pp. 992—999. † See *id.* p. 1001.
‡ See Suppl. Part III. pp. 87—90.

and parties of seamen were sent on shore to assist in the erection of the batteries.

"Ras-al-Khyma appeared of considerable extent; the buildings large and flat-roofed; the fortifications in good repair, with high walls built of mud and stone, and flanked by heavy ramparts. It stood upon a sandy peninsula, the isthmus of which was defended by a well flanked battery, whilst the line towards the sea was fortified throughout the space of one mile and a quarter by batteries mounting only one gun each, ranged at regular intervals. A suburb of bamboo huts adjoined the town, immediately behind which lies a capacious basin, unapproachable to large vessels, in consequence of a bar of sand stretching across its mouth, so that large ships must discharge their cargoes previous to crossing the bar. The batteries of the town bore directly on the entrance of the port;—the harbour was full of shipping. The main land on the opposite coast appeared picturesque and verdant, with innumerable date-trees: the mountains of Arabia reared their dim, hazy outline in the back-ground. The place of our encampment, and the soil of the tongue of land, was parched, sandy, and herbless. Two thousand of the Imaum's troops joined us; they had forced the passes in the hills, deemed impregnable, and brought in some prisoners.

"On the 4th Dec. the Curlew weighed, and stood nearer the shore, opening her fire on the town. Smart skirmishing took place during the day. The rifle company of the 65th advanced within twenty yards of the largest grogharrie, and reconnoitred. The gun-boats particularly distinguished themselves by their activity.

"The first line of trenches having been made by means of sand-bags, an advanced battery opened on the place, at the distance of three hundred yards. A mortar battery to the right was served very effectively. There was a gun from one of the enemy's batteries which enfiladed the trenches, whilst we could get none of our artillery to bear on it. It did considerable execution among the men. Major Molesworth, of the 47th, mounted the parapet of the trench, to reconnoitre more minutely, and to ascertain how that formidable gun could be silenced. 'I see them loading it now,' said he; 'now, now, they are running it out! Look to yourselves, my lads!' In an instant he fell back in the trench, his head blown to atoms. At length, however, we succeeded in silencing that annoyance, and disabled the piece.

"The Liverpool and Eden having approached nearer the town, in conjunction with our batteries, opened a most vigorous fire on the morning of the 5th. Shells were thrown with evident effect; the gun-boats contributed, as before, their powerful assistance. Towards the close of that day's work, a Joasmee spy was brought in prisoner; he informed us that the enemy had suffered great loss, nearly ninety killed, besides wounded. The Sheikh's brother had lost his leg by a cannon-shot.

"The duties of the seamen in the trenches were severe and unremitting. Whilst the soldiers were relieved every four hours, the sailors remained frequently twenty-four hours, without any rest or respite. Jack grumbled a

good deal at this unfair distribution, though he did not work the less strenuously. It was not a little vexatious to be saluted with a 'Good night' by several parties in succession as they quitted the trenches, with the prospect of comparative comfort in the camp, whilst the poor devils left behind had to pass the time as they best could.

"The firing from the ships and batteries still continued on the 6th; that of the Arabs was very faintly returned and ill-directed. They evidently did not possess the requisite and proper materials of ammunition; large stone shot came hailing in upon us, but often wide of the mark. As soon as a discharge was made from our guns, the Arabs were seen leaping out of the embrasures to pick up the round-shot, which they immediately returned. There was no mistake in this; for to satisfy ourselves, we examined the balls, and found they bore the King's mark. The walls and towers did not exhibit any very decided traces of the efficiency of this day's cannonade.

"The firing had terminated for the day, the men had been relieved, silence reigned in the batteries, the night was very dark, and the pickets, as usual, on the alert. About one, a dark object, like a large black dog, was seen creeping along on all fours, several similar objects following. The advanced pickets were instantly cut down; all was hurry, shout, and bustle. The trenches were filling with a large party of Arabs, engaged in close contest with our men, who were speared and stabbed in a twinkling. Already the Arabs had succeeded in dragging away a howitzer in triumph. The alarm spread like wildfire through the trenches. A party of the 65th foot, under Major Warren, instantly advanced in double quick time, attacked the assailants, drove them out of the trenches, and recaptured the howitzer. A desperate conflict ensued; the Arabs fought like furies, but they were soon bayoneted; nearly all of them, ninety in number, were found lying in the trenches. They had divested themselves of their upper garments to facilitate their onset, and their bodies seemed anointed with oil.

"It being found that our 12 and 18-pounders produced but a slight impression on the walls and towers, while the enemy availed themselves of our own shot to annoy us greatly, as they fitted exactly the calibre of their guns, it was resolved that several 24-pounders should be erected as a breaching battery. Two 24-pounders were accordingly landed with considerable exertion from the Liverpool, and had to be dragged a long way through heavy deep sand. The battery was erected nearer the town, and a party of seamen and marines was landed to work the guns. Lieutenant (John Norman) Campbell, of the Liverpool, commanded the whole of the seamen on shore.

"The 24-pounders opened on the 8th with astonishing effect. The walls and towers appeared to shake and totter under the force of the shot. The enemy found, too, that the balls were rather bulky for their guns, and were therefore under the necessity of having recourse to their own stone and grape shot. Ere night-fall, repeated flags of truce were dispatched from the town, but to these no attention was given, and darkness put an end to the firing.

"The cannonade was recommenced at an early hour on the next morn-

ing; the progress of the breach became hourly more apparent and practicable; orders were therefore issued to prepare for the storm. The announcement was received with great satisfaction, and every usual preparation was made with alacrity. A sharp tussle was looked for, and plunder undoubtedly expected. About 100 seamen were assembled in the trenches; to draw them up in line was out of the question—all life and talk and drollery. Col. Elrington and the gallant 47th, with the grenadier and flank companies of the other regiments, composed the party appointed to storm. On a signal being given, the whole rushed from the trenches in sight of the enemy, and advanced rapidly towards the breach; the enemy disappeared from the walls on our approach. The breach was soon mounted, and the place was entered; not a man disputed the entrance, not an Arab was visible. They were seen scampering from the town in the opposite direction, bending their route towards the hills. The disappointment of the men was excessive. The result of their search over the town ended in the finding of four decrepid hags, whom the ungallant Arabs did not deem it necessary to carry off, trusting to their age and ugliness as safeguards against the attentions and gallantry of our men. But they reckoned without their host in that instance. Plunder there was none. Towards the close of the siege, the garrison had been employed in secretly removing all their effects out of the place; bullocks and goats only were left, and these Jack was seen driving in herds of five, ten, and twenty, down to the beach, jealous of any interference with his flock, and conveying as many of the goats on board as he could stow away.

"The union flag was immediately hoisted in the room of the bloody flag of the pirates, and orders were issued to dismantle the whole fortifications, and raze the place. The walls of the several groharries and towers were five and a half feet thick, and so strong and well built as to render them impregnable to all, except European artillery. Our total loss, in this tedious siege was, one major, and four rank and file, killed; one lieutenant (royal navy), one captain, one subaltern, two serjeants, one drummer, and forty-six rank and file, wounded. We learned afterwards that the enemy lost nearly one thousand killed; the number of wounded was unknown.

"The town of Raumps, near the sea, surrendered on the 18th. It was taken possession of by the 65th, and some native corps; the Shiekh Hassan Bon Ramah, Chief of Ras-al-Khyma, surrendering himself prisoner, with nearly one thousand of his followers. He stated, that during the siege, whilst he was holding a divan, a shell from our batteries burst into the room, and instantly exploding, killed and wounded about one hundred of his figliting men, and created infinite consternation throughout the garrison.

"A strong fort on a neighbouring hill, called Zaire, still held out. The duty undertaken by the seamen was most arduous in this case; two 24-pounders were dragged by the poor fellows for a space of two miles over

rough and swampy ground. After batteries had been erected, a brisk cannonade was kept up against the fort, and shells were thrown without intermission. The firing was unremitting and tremendous. The fort was deemed quite impregnable by the natives, but they had soon speedy reason for entertaining a mortifying belief to the contrary; they accordingly manifested a wish to capitulate. The general offered unconditional surrender, which after an hour's deliberation was acceded to. Shiekh Hassan Ben Ally, the chief, was sent prisoner on board one of the transports; he was the most active, the most cruel of the whole pirates, about thirty-six years of age, handsome in person, mild in demeanour, but with a look of sullen, tiger-like ferocity lurking in his restless eye.

"On our return to Ras-al-Khyma, we found the place totally in ruins; the forts and towers having been blown up by the indefatigable soldiers and seamen employed in that duty. Some inconsiderable portion of plunder had been found secreted in various places, which of course fell to the share of the men. A strong work was in a state of forwardness for such of our troops as it might be deemed requisite and expedient to leave behind for the entire prevention of future piracies, and a check upon the Arabs in their attempts to rebuild their forts and strongholds.

"On the 3d January, we quitted the coast, and proceeded to the different harbours in the vicinity, in order to capture and destroy all the piratical vessels and small craft. This operation was carried into complete effect, and it is hoped has succeeded effectually in destroying the roots and nipping the branches of piracy for a long period to come *."

Captain Walpole brought home the Seringapatam, a new 46-gun frigate, loaded with the frame of another ship of the same class, and arrived in England, Oct. 16, 1820. He now commands the Ranger 28, on the West India station. His post commission bears date Dec. 7, 1819.

Agent.—J. Hinxman, Esq.

ALEXANDER MONTGOMERIE, Esq.

Passed his examination in Sept. 1809; and obtained the rank of lieutenant, May 4, 1810. He was made commander, June 7, 1814; appointed to the Confiance sloop, Mar. 21, 1818; removed to the Sapphire 26, at the Leeward Islands, July 13, 1820; and confirmed to that ship, as post-captain,

* United Service Journal, No. VI. p. 711 *et seq.*

Oct. 3, 1820. He returned home, Sept. 1, 1821, and was shortly afterwards put out of commission.

Agent.—J. P. Muspratt, Esq.

SIR WILLIAM SALTONSTALL WISEMAN, BART.

WAS born March 5, 1784; and made lieutenant, April 30, 1807. He succeeded to the title of baronet, on the demise of his grandfather, Jan. 30, 1810; obtained the rank of commander, Sept. 24, 1811; was appointed to the Sophie 18, fitting for the Jamaica station, Aug. 18, 1818; and posted into the Tamar 26, *vice* Captain Arthur Stow, Nov. 22, 1820*. Since that period he has commanded the Samarang 28, and the Jupiter 60, bearing the flag of Rear-Admiral Lake, C. B. both on the Halifax station.

Sir William S. Wiseman married, 1st, Jan. 8, 1812, at Bagdad, in Persia, Catherine, daughter of Sir James Mackintosh, Knt. late Recorder of Bombay; and, 2dly, April 5, 1827, Eliza, eldest daughter of the late Rev. George Davies, B. D. rector of Cranfield, in Bedfordshire.

Agent.—W. M'Inerheny, Esq.

JOHN WILLIAM MONTAGU, Esq.

Is the second son of Admiral Sir George Montagu, G.C.B. and was born, Jan. 18, 1790.

On the 20th March, 1810, in the House of Commons, Sir Charles Morice Pole, Bart. moved for the production of certain papers, respecting the case of this gentleman; which from the explanation of Robert Ward, Esq. one of the Lords of the Admiralty, appeared to be as follows:—By the constitution of the Naval Academy at Portsmouth, every youngster who had been three years there, and three years afloat, was entitled to pass an examination for lieutenant. In 1806, the plan of a Naval College was adopted in its stead, by

* See Suppl. Part II. note at p. 344.

which lads were to go through a particular course of education, without any specific time being fixed, and having been four years afloat, they were then entitled to pass. The Naval College was not, however, actually in existence, till 1808, and the Naval Academy, at which young Montagu was educated, subsisted till that time. But when the above regulations were established by an Order in Council with regard to the Naval College, by an inadvertence, no provision was made for those who had been at the Naval Academy between 1806 and 1808. In consequence of this, it happened that Mr. John W. Montagu, when with the Mediterranean fleet, in 1809, did present himself to the examining captains to pass, and they conceived it their duty to take this exception, that he had not served four years afloat, as was required by the new regulations. Admiral Montagu, on hearing this, took a very natural interest in the case of his son, and wrote up to the Admiralty for redress. The case was twice, in different shapes, laid before the Admiralty counsellor, who stated it as his opinion, that, however unfortunate the circumstance might be, the law was still in the teeth of any redress being obtained. It was at last submitted to the crown lawyers; and a very few days before Sir Charles made his motion the Admiralty had received an opinion from them, that Mr. Montagu was entitled to pass. In consequence of this, the First Lord had decided that he should be allowed to take rank from the time when he presented himself to be examined in the Mediterranean, Oct. 9, 1809.

We first find Mr. J. W. Montagu serving as lieutenant of the Cerberus frigate, Captain Thomas Garth, employed in the blockade of Corfu. On the 29th Jan. 1813, he commanded one of her boats at the capture of a trabacolo, armed with two guns, and deeply laden with corn and flour, for the garrison of that island. In May following, he assisted in bringing out from under a martello tower, to the southward of Brindisi, a vessel mounting one 6-pounder, from Otranto bound to Ancona. He also witnessed the capture of two gun-boats, and assisted in securing nine merchant vessels, a service thus officially reported:

"*H. M. S. Cerberus, May* 30, 1813.

"Sir,—Having reconnoitred the port of Otranto on the 27th instant, and observed a convoy collected, which I thought would make a push for Corfu the first N. W. wind, I took a station off the island of Fano on the following morning to endeavour to intercept them, and sent the barge and gig you were good enough to leave with me, under Lieutenant William Henry Nares, of the Apollo, and the barge and pinnace of this ship, under Lieutenant John William Montagu, close in shore, when, as was expected, about one A. M. they came over, protected by eight gun-boats. Notwithstanding this strong force, aided by three more gun-boats from Fano, and the cliffs covered with French troops, they were attacked in the most determined and gallant manner. Lieutenant Nares, in the Apollo's barge, boarded and carried one gun-boat, and Mr. Hutchison, in your gig, actually boarded and carried another before our barge could get alongside.

"It is with the deepest regret I am now to inform you, that Mr. Suett*, master's-mate of the Cerberus, was shot through the heart in boarding another gun-boat; in him the service has to lament the loss of a most gallant young man; one seaman also killed, and a marine dangerously wounded, belonging to this ship, is the amount of our loss.

"The gun-boats taken had each a 9-pounder in their bow, and two 4-pounders abaft, going with troops to Corfu; four of the convoy were also taken. (Signed) "THOS. GARTH."

"*To Captain B. W. Taylor, H.M.S. Apollo, Senior Officer off Corfu.*"

"Mr. Hutchison, master's-mate, had but seven men on board the gig he was in, with which he not only captured a gun-boat, but also took *three* other vessels. The Apollo returning from the southward, where she had been watering, captured five more of the convoy, with grain, under Ottoman colours, which the Cerberus was chasing, and the boats had prevented getting into Corfu. (Signed) "B. W. TAYLOR."

"*To Rear-Admiral Freemantle.*"

This officer was made commander, May 31, 1814; appointed to the Brisk, of 10 guns, Mar. 31, 1819; and posted, Nov. 30, 1820.

Agent.—Sir F. M. Ommanney.

HON. GEORGE PRYSE CAMPBELL.

M. P. for the Counties of Cromartie and Nairn, N. B.

YOUNGEST son of John, first Lord Cawdor, by Lady Caro-

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* Son of the comedian of that name.

line Howard, eldest daughter of Frederick, Earl of Carlisle, K. G.

This officer obtained the rank of lieutenant, Mar. 15, 1811; and was third of the Belvidera frigate, Captain Richard Byron, when that ship fell in with and effected her memorable escape from an American squadron, under Commodore Rodgers, in June, 1812 *. He was made commander, May 16, 1814; appointed to the Racehorse, of 18 guns, fitting for the Mediterranean station, May 5, 1818; and posted, as an expression of the high sense entertained by the Board of Admiralty of the character and services of his deceased uncle, Admiral Sir George Campbell, Jan. 27, 1821.

Agents.—Messrs. Stilwell.

DONAT HENCHY O'BRIEN, Esq.

Is lineally descended from one of the ancient monarchs of Ireland, and was born in the county of Clare about the year 1785. He entered the navy, as midshipman on board the Overyssel 64, in Dec. 1796; and commanded a flat-bottomed boat at the landing of the British army, near the Helder, Aug. 27, 1799 †. After the invasion of Holland, he was placed in charge of a merchant vessel laden with granite, one of a dozen or thirteen similarly filled, intended to be sunk at the entrance of Goree Harbour, to prevent the egress of three Dutch line-of-battle ships. The whole of these vessels, we believe, foundered in a heavy gale of wind, on their passage across the North Sea, and Mr. O'Brien appears to have owed his preservation to the humanity and intrepidity of Lieutenant Tatham and a boat's crew belonging to the Lion hired armed cutter, by whom he was rescued, together with the few men under him, only three minutes before his stone-ship went to the bottom.

Mr. O'Brien next joined the Amphion 32, and served in that

* See Vol. II. Part II. p. 624.

† See Vol. I. Part I. note at pp. 414—417.

frigate, under Captains Richard Henry A. Bennett*, Alexander Frazer, and Thomas Masterman Hardy, until the renewal of hostilities with France, in 1803. He was then removed to the Hussar 38, Captain Philip Wilkinson (now Vice-Admiral Stephens); the destruction of which ship has been noticed at p. 577 of Vol. I. Part II. The circumstances attending her loss are thus detailed in a "Narrative" published by the subject of this memoir, in 1814, containing "AN ACCOUNT OF HIS SHIPWRECK, CAPTIVITY, AND ESCAPE FROM FRANCE, *after undergoing a series of sufferings which lasted for nearly five years* †."

"On the 6th February, 1804, the Hussar made sail from Ayres bay, in Spain, with despatches from Sir Edward Pellew, for England, with a fresh breeze from the S. W.—Wednesday, 8th, wind and weather the same, steering (as near as I can recollect) N. E. b. E. running nine knots an hour. At about 10-45, steering the same course, and running about seven knots, in dark hazy weather, we struck on the southernmost part of the Saints, beat over an immense reef of rocks, carried away our tiller, unshipped the rudder, and, from the violence of beating over, damaged the ship's bottom considerably, so that she made a great deal of water. At length we got into deep water, and let go our bower anchors to prevent being dashed to pieces on immense rocks a-head, on which we were fore-reaching. Sent top-gallant-yards and-masts upon deck, and used every possible means to ease and lighten the ship; the major part of the crew were at the pumps; the remainder, with the officers, employed as most expedient, staving the water casks in the hold, and shoring the ship up, as the ebb tide had now made, and she was inclining to starboard. The carpenter reported her to be bilged, and we could distinctly hear the rocks grinding and working through her, as the tide fell.

"At day-light, Mr. Weymouth (master) was sent to sound for a passage amongst the rocks, imagining we might be able to buoy the ship through: but he returned without success, though had he accomplished it, from the state the ship was in, there could have been little hope of getting her out. A division of the seamen and marines, with their respective officers, was then ordered to go and take possession of the island, that in the last extremity there might be an asylum secured for the crew and officers. The

* Captain Bennett died at North Court, in the Isle of Wight, Oct. 11, 1818, aged 48 years.

† The publication of the papers entitled "*Naval Bulletins*," which appeared in the Naval Chronicle for 1812, 1813, and 1814, was not sanctioned by Captain O'Brien: the pamphlet now before us is the only production he acknowledges as his own.

rest of the men remained at the pumps, but with very little success, as the leak kept gaining upon them. The island was taken without any opposition, the only people on it being a few distressed fishermen, and their families.

"Feb. 9th, at about 1 P. M. every body was safe landed, with two or three pigs and some biscuit, which were the only subsistence we had secured. Captain Wilkinson and Mr. Weymouth came in the last boat. At about 1-30, Lieutenant Pridham, Messrs. Carey, Simpson, and Thomas (warrant officers), with myself, were ordered to return to the ship, to cut her masts away, and destroy every thing we possibly could get at. On our arrival on board, the water was nearly square with the coamings of the lower deck. At about 3-30, quitted her, having executed with the greatest accuracy the duty we were ordered upon; the wind still increasing, which left us but little hopes of her hanging together for the night.

"We joined the officers and crew in a little church, and this was the only place on the island where we could conveniently take up our residence. The weather was excessively inclement during the night. At day light, discovered the ship still apparently whole. Captain Wilkinson despatched Lieutenant Pridham and Mr. Mahoney, master's mate, with a party of men, to destroy her by fire. The other officers and people were employed in equipping thirteen fishing boats for the purpose of transporting the ship's company, either to our fleet off Brest, or to England, as circumstances might admit. Mr. Pridham and party returned, and the report of the ship's guns announced the execution of the duty they had been sent upon.

"On the 10th, at about 1-30 P. M., our boats were in readiness, it then blowing hard from the S. W. We all embarked in them. I had the honor to command one, with 25 men. Captain Wilkinson, with the master, leading in the barge, which was the only ship's boat in company. We made sail out of the little creeks in which the boats had been moored; the sea running excessively high, and at about 2, the barge hauled up to the N. W. We all, of course, followed. At 2-30, or three o'clock, we bore up again; several of the boats were in distress, being very badly found, having neither sails, rigging, nor ground tackling that could be at all trusted to. Lieutenants Pridham, Lutwidge, and Barker, were to keep a-head, as no other boats had compasses. At about 5, in a very severe squall, with rain, we lost sight of the barge; and at 5-30, of all the boats. At about 6, observed St. Matthew's light on the weather bow. The wind now chopped round to the N. W. in a heavy squall, which carried away our main-mast and fore-tye, and very nearly swamped us, having almost filled the boat with water: rove the main-tye and halliards forward, which enabled us to set the fore-sail and keep scudding towards Rock fort, with the expectation of falling in with some of the other boats, but were disappointed. At 11, determined to anchor in the bottom of Bertheaume bay, though with very little or no hopes of riding long, our only ground tackling being a small grapnel and a few fathoms of 1½ inch. We fortunately succeeded in bringing up, though most miserably situated. The weather tide running strong against a violent gale

from the N.W., occasioned such a sea, as to bury us frequently in its abyss.

"At 2 A.M., the sea breaking in a most dreadful manner over us, and expecting every second to be dashed on the rocks astern, we hauled in briskly on the grapnel-rope, hoisted the fore-sail and wore round, paying out the rope just hauled in, until we brought it right over the quarter, which enabled us to get our grapnel on board with ease; while we stood over to the Carmaret bay side, in the hope of falling in with some little haven to shelter us, or with one of the other boats; but we were disappointed in each expectation.

"At about 4-30, finding we advanced towards Brest harbour considerably, we resolved to try the grapnel once more; although we were not in the smallest degree sheltered from the inclemency of the weather, and were placed immediately under a fort, which we distinguished by lights, that enabled us to see the sentinels on their posts walking to and fro. We made, if possible, worse weather here, than at our former anchorage, with the exception that the grapnel held. At 7-30, the wind and weather became more inclement than on the preceding night. Not a boat in sight, every minute expecting to be hailed by the fort, and not a soul amongst us that could speak a word of French, almost perished and starved from the fatigue and sufferings of the night, the few provisions we had being totally destroyed by the salt water. Seeing no alternative, but the pain and mortification of delivering myself and boat's crew prisoners of war, I came at length to that resolution, ordered all the small arms to be thrown overboard, cut the grapnel-rope, and ran into Brest harbour."

Imagining that the boat's crew and himself might be better treated on board the commander-in-chief's ship, than in a private one, Mr. O'Brien went alongside l'Alexandre, bearing his flag, where he was received with the utmost civility, and every attention paid to his wants. The French officers informed him, that eleven of the other boats had arrived in the night; the thirteenth fishing boat, commanded by Mr. Gordon, midshipman, effected a landing at Conquet, about 12 miles west of Brest.

"On the 11th," says Captain O'Brien, "we were all sent on shore to the hospital, each of us being more or less indisposed. The officers who conducted us, insisted upon my wearing my sword all the way, which the French captain had refused to receive on board, observing that I had been unfortunately wrecked, and not taken in fight, and consequently had no right to lose it; and he further remarked, that in his opinion, we ought to be returned to our native country, and should not be considered as prisoners; but, he added, that the jailor on shore would deprive me of my sword, which was afterwards the case. On the 18th, we received information, that we should commence our march towards our dépôt the following day, and were ordered to

be ready at a moment's notice. Accordingly, on the 19th, we were all drawn up in the hospital yard. Mr. Mahoney and myself stood next to the lieutenants; but, to our great surprise, on calling the names over, we were moved, and placed next to the people, together with the boatswain and gunner*. We demanded an explanation of this conduct; they informed us, we were of a class (master's mates) different from any in their navy; that we were ranked as adjutants, *sous officiers*, and that they could not alter it. Lieutenant Pridham now interfered; who, it appeared, had been acquainted that we should be thus ranked, but not being versed in military regulations, he supposed that an adjutant was between a midshipman and lieutenant, which he, of course, thought our proper place. After remonstrating a long time on the impropriety of our being placed in the ranks, among the people, the officer agreed to go to the Minister of Marine, to have the business, as he termed it, arranged. He shortly returned—the Minister of Marine was out, but his head clerk, or secretary, assured us that the mistake should be rectified the moment he returned, and that a courier would be despatched after us to the next stage, with another *feuille de route*: thus far reconciled, we commenced our march, and as they informed us, for Verdun in Lorraine. Our allowance was *eleven* sols per day, and the youngest midshipman had *fifty*."

Instead of to Verdun, Messrs. Mahoney and O'Brien were conducted to Charlemont, the sailors' dépôt, near 700 miles from Brest, where several of the stoutest, and, apparently, most healthy of the Hussar's crew, died of a fever supposed to have been caught in some of the common jails on the road. Their route thither was through Morlaix, Guingamp, St. Brieux, Lamballe, Rennes, Vitre, Laval, Alençon (where they parted with the lieutenants and midshipmen, who were marched from thence, by the Paris route to Verdun), Rouen, Amiens, Cambray, Landrecy, Rocroy, and Fuimez, a village on the Meuse, from whence they proceeded to Givet, of which Charlemont is the citadel, on the 28th March 1804. The morning previous to their arrival at Rouen, they halted in a village on the banks of the Seine, to get some refreshment, but could only procure bread and eggs, served up with large pewter spoons. Mr. O'Brien observed to the commander of their guard, that a small spoon would be much more convenient; upon which he asked the old lady of the house if she had any. She replied in the affirmative, opened a large coffer, and took out six silver

* The carpenter (Mr. Thomas) was drowned in attempting to land in Bertheaume bay.

tea-spoons, which she placed on the table. They finished their repast, called for the bill, and found that this parsimonious old wretch had charged them a penny each for the use of her plate. The French officer, quite amazed, asked her what she could mean by such a demand? She replied, with *sang froid*, —"You see those Englishmen are so particular they cannot eat like other people. My spoons have not been out of my chest for a number of years; and I am determined they shall pay for the trouble they have put me to." This circumstance, trivial as it may be considered, will give the reader an idea of the imposition to which Messrs. O'Brien and Mahoney were subjected throughout the whole of their long journey, during which they were pinched with cold and hunger, worn out by fatigue, often forced to herd with felons and sleep on straw, and frequently obliged to suffer insults from their guards that could not be resented.

About the 10th or 12th July, 1804, Messrs. O'Brien and Mahoney received a letter from Captain (now Sir Jahleel) Brenton, senior British officer at Verdun, stating that General Wirrion, commander-in-chief over the prisoners of war, had, after many applications, sent an order for them to be conducted to the officers' dépôt; at which they arrived on the 23rd of the same month, after revisiting Fiumez and Rocroy, and passing through Mezieres, Sedan, and Stenay.

"We continued at Verdun," says Captain O'Brien, "from July, 1804, amusing ourselves by study, learning to fence, skating in the winter, &c. until August, 1807, when I began to consider my situation minutely, and to deliberate upon my unfortunate captivity; and those deliberations had the effect of making me very uncomfortable and dissatisfied. I could not afterwards reconcile myself to study, or to any amusement. I reasoned with myself, that I was losing the prime of my youth in captivity. I saw no prospect of peace, or an exchange of prisoners; no hope of being promoted in my present state, nor of recommending myself through any personal exertions to the notice of the admiralty; deprived, while in France, of being able to afford my country, my friends, or myself, the least assistance.

"In this horrible state, almost of stupefaction, I remained for some days: when my poor friend Ashworth observed to me, that he and Mr. Tuthill, a particular friend of mine, and a midshipman also, had been canvassing the cruelty and hardships they laboured under; and had, in consequence, formed the intention, if I would join them, of transgressing and getting deprived

of their permission to go out of town (what the French termed parole), and making their escape to their native country. This was to me the most flattering intelligence—it was what I had been revolving in my own brain for some days. We accordingly met to deliberate upon the best method of putting in execution the business we were about to commence; and agreed it was necessary to procure knapsacks, provisions, bladders to contain water, &c. prior to our getting close confined; as we should be under the necessity of travelling by night, and concealing ourselves in the woods during the day-time.

"The requisite materials having been provided, *viz*, files, gimlets, saws, &c.; that, in case of being taken, we might be able to break our fetters and to escape from the slavery and punishment we were well aware would await us, we commenced by missing one *appel*; but to our great astonishment this breach of discipline was overlooked *. We next remained out of town very late; this was also forgiven, though we got into the guard-house, &c. In short, it was several days before we succeeded in being deprived of our passports or permissions; and we now felt confident, from the lenity shewn us, that they suspected our intentions. However, August 28th, 1807, having found, from the opinion of several officers whom we consulted, that no tie of honor could, under our present circumstances, retain us, being literally in close confinement, and that, perhaps, we might never have so good an opportunity again, we determined to take 'French leave,' having an excellent rope to scale the ramparts.

"The sea coast was the place fixed upon for us to make for; and we agreed, that about Etaples was the most likely part to procure a boat. The anxiety and uneasiness which we felt the next day, were beyond description. Some of our countrymen, who called to see us, *en passant*, threw out such insinuations and made such remarks upon our conduct of late, that we were under the most serious apprehensions of being shackled, and on the road to Bitche, before the much desired hour, eleven at night; being well aware, that there were several Englishmen employed and paid regularly, for conveying the most trivial occurrence that might take place amongst the prisoners, to the French general. I have frequently known prisoners of war, through malice, to be taken out of their beds in the night, fettered and conducted to the dépôts of punishment, without ever being informed of the crime or fault they had been accused of, from some of those rascals giving false information, to be revenged for any private animosity they might have had against the persons so treated. These spies were so numerous, I repeat it with regret, that it was morally impossible to know them all; conse-

* Midshipmen were allowed to walk in the suburbs of Verdun, but ordered to attend two *appels* or musters per day; and offenders against this regulation were generally sent either to St. Louis or Bitche, the dépôts of punishment.

quently, the most watchful and cautious amongst us were liable to be entrapped. We fortunately escaped their unnatural and detestable snares."

The desired and long wished for moment at length arrived. Messrs. O'Brien, Ashworth, Tuthill, and Essel (the latter a naval lieutenant, who wished to be off also), met agreeably to appointment. Every thing was favorable and quiet; and in a very few minutes, with the assistance of their rope and a friend, they got down the ramparts, about 72 feet high, with very little injury, except losing some of the skin off their hands. Each had his knapsack, &c. properly placed; their course was N. W. which they carefully followed, over ploughed fields, mountains, and marshes—nothing was allowed to interrupt their progress. The happiness they, even at this moment felt, was inexpressible; they considered themselves "literally as regenerated creatures." Their stock of provisions principally consisted of light biscuit and sausages; their hats were destroyed before day-light in a wood near Varennes *, and replaced with caps *á la Française*. Captain O'Brien thus describes a very serious accident he met with, on the morning of Sept. 1st., and his consequent sufferings.

"Just before day-light we entered a most excellent thick wood, admirably well calculated for night-walkers; took some refreshment, and endeavoured to sleep a little after the fatigues of the night, and after congratulating one another at being thus far successful. At about ten o'clock, we were alarmed by the voices of people apparently close to us. We found that they were passing on an adjacent path-way, which we had not before discovered; but we were too well placed to be under any dread of being perceived. The number of squirrels, rats, mice, &c. about us this day was very great. Having made our customary preparations, at seven P. M., the usual hour for starting, we got out of our lurking hole, and proceeded to the border of the wood, on that side towards which we had to direct our course. On our arrival, we discovered some labourers still at work, in a field close by, which occasioned us to halt until they disappeared. We then proceeded with some anxiety, as we saw a village exactly in our tract, which we could not avoid without making a very great circuit. In about two hours after we had quitted the wood, we found our course suddenly impeded by a ditch or moat, which upon sounding with our clubs, that were of a tolerably good

* Captain O'Brien has seen the man who arrested Louis XVI. his queen, sister, and two children, in their flight from the Thuilleries, in 1791.

length, we found very deep; in fact it surpassed any conception we could form of it. We surveyed it, marching first in one direction, then in another, without coming to any resolution: however it was evident that we must cross it. I at length discovered one part apparently narrower than the rest, which made me resolve to try and leap over it. I accordingly gave myself room for a run to that narrow part, and landed on the opposite side, some feet from the edge of the bank. It was not near so broad as it appeared; and knowing that it was excessively deep, made me the more anxious to secure a good landing, lest I might fall back into it: the consequence was, the opposite bank being extremely sandy and hard, and the knapsack on my shoulders lifting and coming with a sudden jerk—the moment I touched on it I was thrown on my side, and my right knee twisted in the joint to that degree, that I absolutely thought it was snapped in two. In this condition I remained, extended in the most excruciating pain, recommending to my companions to be more cautious, until Lieutenant Essel and the other two joined me. They examined, and found, to my inexpressible joy, that the bone was not broken; but this unfortunate business, at the moment, deprived me of every hope of being able to prosecute my intended journey. Divine Providence, always ready to assist those who repose confidence in it, deigned to interpose its clemency. My comrades, began to chafe and rub the part affected with spirits, a small quantity of which each of us carried. I found instant relief from this remedy, and, in a short time, with their assistance, I was able to stand up. To their repeated inquiries about my knee, I replied, that I felt much better, though in fact I had little hopes of being able to continue with them; but I feared discouraging these brave fellows, who declared their determination not to quit me.

"This noble declaration inspired me with enthusiasm, and gave me fresh vigour and courage. I made an effort to step out, but was under the necessity of requesting that one would assist me on each side, which they did. Thus we moved on slowly, and passed the village that we were so anxious about. My knee, I was happy to feel, was gradually getting better; and we managed to get on in this state about three leagues, when we discovered a very fine commodious wood. It was about two o'clock on the 2d, my comrades proposed that we should rest there during the ensuing day; they would not on my account proceed farther; besides, it was uncertain whether they might fall in with another wood before daylight.

"No intelligence could be more congenial to my feelings than this. I was excessively weary and fatigued. So having found a proper part of the wood, each took his position, and a little refreshment, and then endeavoured to take rest; but so violently did my knee pain me, that I was obliged to have two of my friends lying with their whole weight on my leg, thigh, and right side. They fell fast asleep in a very short time, yet I could not close an eye. The distressing and melancholy reflection of being left behind in consequence of my lameness still recurred. The thought

of being picked up and conducted to some dreadful dungeon, or other ignominious habitation, was constantly present; replete with such ideas, what mortal could think of sleeping? Thus occupied in thought, wavering between hope and despair, I remained nearly two hours—my friends in a sound sleep the whole time. At last, finding their weight on my side troublesome, I extricated myself from them without awaking or causing them the least disturbance. I now imagined I had an excellent opportunity of trying whether I could move by myself, without alarming or discouraging my fellow-travellers. I accordingly made an effort to stand up, which I accomplished with some difficulty, and then attempted to walk; but I immediately tumbled backwards, owing to the excessive pain and weakness of my knee. I afterwards made several similar essays in the course of the ensuing day, when my companions were asleep, but with no better success: I encouraged them, notwithstanding, by saying I was much better. At the usual hour, all arrangements having been made, we stole to the edge of the wood, which I never expected to be able to leave. I was assisted by two, similar to the preceding night. We found it was too early to quit the wood. There was a very high tree at the border where we came to, and it was proposed that Mr. Tuthill should climb up it, to discover what kind of country lay in our course, which he immediately did; and, to my great satisfaction, stated it to be a beautiful plain, without woods, river, or any thing to impede us. From the excessive height of the tree, we had no doubt but he could extend his view several leagues.

"We now proceeded, and I insisted upon their leaving me in the rear, to hop on and struggle for myself. I felt excessively dejected, but determined not to expose it. At first the pain I endured was terrible; however I at length brought my leg to the ground, and limped on with the assistance of my club. We had not advanced above a league, when we perceived a beautiful vineyard right in our way. They halted to taste the grapes, which was a most heavenly relief to me, as I was almost knocked up. The grapes, though sour, we found of great service, and they revived our spirits amazingly. After eating a great many, we loaded our pockets with them. I found my knee much better, the gloom that hung over me was dispersing fast; in short, I proceeded with very good spirits, and in about an hour afterwards we providentially arrived at an orchard; found its apples delicious, cleared our pockets of the grapes, and replaced them with this most exquisite fruit. We then proceeded with great joy, each congratulating me on my getting on so well. Indeed I was never more surprised than at the sudden change in my frame altogether, my knee improving every mile I walked.

"At day-light on the 3d, we were much alarmed, not being able to make out a wood in any direction. At last, to our unspeakable delight, we perceived at a small distance a kind of little forest, not more than three or four acres in circumference. We repaired to it without hesitation, and

found it thick and well adapted for our reception. Having pitched upon a convenient spot, we deposited our knapsacks, disburdened ourselves of our apples, &c. and after refreshing ourselves with a little biscuit and sausage, together with a dessert of fruit which we could now afford, we betook ourselves to rest. I had not closed an eye before since I had received the hurt; but at that moment I no sooner extended my weary limbs upon the ground, than I was in a profound sleep; nor did I awake until roused by my comrades, who were alarmed by the voices of two men, who came to work adjacent to our concealment. We could hear them so very distinctly, that we were of opinion they could not be distant more than fifty paces; their conversation was chiefly respecting Charleville and Mezieres; they continued their work until sun-set.

"From hearing them mention those towns so repeatedly, in addition to other parts of the conversation, we were convinced of our being too far to the northward of our proper course. Travelling by night, frequently extremely dark, though we had an excellent compass, it was impossible to avoid sometimes erring a little, more especially whenever a river turned us out of our proper direction. Those labourers being gone, we commenced our preparations, and at the usual time proceeded forward; my knee rather painful and stiff, which in a great measure gradually decreased by exercising it.

"At midnight we came directly on a small town, situated in a valley, without perceiving it until it was too late to return. As it was an open town we did not apprehend any danger, particularly at so late an hour. We however passed through it as quick as possible, without meeting a soul until we got into the fauxbourg, where we met a peasant on horseback. Mr. Ashworth asked him the name of the small town or village we had just passed; he replied Neuville. We thanked him, and continued our route. We travelled a considerable distance this night, having fruit to abate out thirst, which was in general very great; we often experienced a dreadful scarcity of water."

In the night of Sept. 5th, our travellers passed through the town of Moncornet, crossed an inconsiderable river called the Serre, and again halted in a wood, where they were alarmed the following afternoon by the barking and yelling of a fowler's dog, which retired precipitately on discovering them, leading its master almost in a direct line towards them. The joy they felt at this hair-breadth escape, can only be conceived by people who have been in a similar situation. The ensuing night was excessively dark, and every one of the party had a vast number of falls; they, however, managed to cross the Oise, a very serpentine river, in two different places, and took

up their abode for the following day in a most commodious wood. Lieutenant Essel was now very much indisposed, and from the great alteration in his appearance apprehensions were entertained that he would be under the necessity of stopping on the way. Their stock of provisions was reduced to less than a pound of biscuit, literally crumbled to dust, a very small quantity of sausage, and some apples. Next night, however, they had a hearty meal of bread, cheese, and small wine, at an obscure village, where they also obtained a large loaf and some brandy for their future sustenance.

On the 8th, the poor fugitives were again alarmed by a well dressed woman and two children, passing so close as to touch the very bush that covered them, preceded by a servant shaking the brambles and knocking the wet off the trees. On the 9th, at day-light, after a tedious march, having traversed a number of deep-ploughed and stubble-fields, crossing hills and vales, they found themselves in open ground; Mr. Essel scarcely able to move.

"This," says Captain O'Brien, "was the worst situation we had been placed in since we began our journey. On surveying with the utmost attention all around, we thought we could descry trees at a considerable distance, yet out of our course. We nevertheless made towards them. It commenced raining very fast; and, when we had reached the much-desired spot, it proved to be only a thin orchard, with a few scattered apple-trees. We still kept walking on, being well assured there was no shelter for us in our rear, at least close at hand. We soon discovered a little village in the very direction we were going, and near it appeared a small wood. We advanced tolerably fast; poor Essel a great way behind—Met an old peasant, and enquired the name of the village (Petit Essigny). He told us there was a path-way on the right of it, if we wished to avoid passing through. We were, he said, five leagues from St. Quentin*. This old man's remarks appeared to us very singular: he took his leave, and we walked on. It rained, and the morning was advancing, now nearly 8 o'clock. What we imagined to be a wood, adjacent to the village, proved, upon approaching it, to be only a few shrubs. We arrived at these shrubs, and found they were pretty thick and the grass very high, surrounded by a quick-set hedge. We instantly got through the hedge, and lay close down. Our situation was very unpleasant; the grass, which was excessively wet, added to our having been wet nearly to the skin before we

*22 miles south of Cambray.

entered it. The rain came literally upon our poor bodies in sluices, off the bushes. Poor Essel was now hardly able to move or speak; however, this was preferable, we thought, to the risk of going into the village, where we suspected that *gens d'armes* might be lurking, being so near a large town. We continued in this miserable plight until about four o'clock, when Mr. Essel became quite weak and feeble, and the rest of our little party were not much better; which induced as to quit this wretched place and endeavour to get shelter in a house, let the consequence be what it might. Accordingly we approached a single hut at a short distance from the village—entered it, and found in it a poor old peasant and two lads, who proved to be his sons; they were shivering over a few cinders, and appeared very miserable. We requested they would make a fire, and allow us to dry our things and warm ourselves; which they did, upon our promising payment; they seemed to be very much astonished at our appearance, and greatly at a loss to know who and what we were. The fire being now made, we proceeded to wring the water out of our clothes, and to endeavour to get them dry. We made the old peasant bring us some bread; he also gave us a little butter, which by chance he had in the house, the old dame, his wife, having taken all the rest that morning to St. Quentin's market. We imagined we should do extremely well, if he would allow us to remain all night even by the fire-side; as it was impossible to attempt to travel, it rained so excessively hard. This we intimated to our venerable host; but he without hesitation assured us it was out of his power. There was a public house in the village, he observed, where we could get supplied with every thing we might want; and as it was so very near, there could be no great difficulty attending our getting there. At that moment two peasants were passing his door, and he added, 'those two men belong to the village, they will point out the house to you.' He then called them; they appeared very civil—there was no alternative, so we paid the old man for his fire, bread, butter, &c. and accepted of the offer of these men. The figure of this said host of ours, is still before me. He was a tall, thin, squinting fellow, with an iron countenance, that gave the unfortunate but little to expect. We soon arrived at the village, and to our inexpressible joy found it to be a very miserable one. Our guides shewed us the public house, and went away. We entered it, and found the good landlady had nothing to give us but bread and eggs: and no bed, but a loft full of clean hay. This was the only inn (as they termed it) in the village. We appeared to hesitate, whether we should remain here or proceed to the next considerable town, St. Quentin; inquiring what distance it might be. Our hostess replied, *not above three or four miles to a tolerably large village.* It rained too hard, we told her, to go that distance, and inconvenient as it was, we would remain with her and sleep in the hay-loft that night, in preference to being exposed any longer to the inclemency of the weather. This was indeed the kind of tavern and lodgings that suited us; I was never more pleased than at this reception. We got a good fire made, completed the drying of our clothes,

got some supper, and retired to the hay-loft. The good woman gave us two blankets to cover us. We found this accommodation sufficiently good, and very soon fell fast asleep.

"The next day, fortunately for us, (as it kept us under cover) was very bad, raining without intermission. We kept in our loft, except one who went to procure breakfast, and to inform the landlady, (who we found was a widow) that we would stay until evening, in hopes that the rain might cease. We sent her our trowsers, stockings, &c. to mend for us. We could move about without much fear in this place, and found they were utter strangers to the sight of a *gend'arme*. The good lady took us for conscripts, and commiserated our situation. She had a brother in the army, then in Prussia; and she brought us a letter to read that she had lately received from him.—*I had served in the same regiment:* She was very much pleased to hear it. At about seven we paid this worthy old hostess, and took our leave. The night was clear star-light and promised favourably; but the ground was so excessively slippery and muddy, that we could scarcely prevent ourselves from falling every step we took. At about ten Mr. Essel was seized with a violent bleeding of the nose and mouth. We feared that he had burst a blood vessel. This, together with a dysentery, which he had been troubled with some time, rendered him so excessively weak, that he could not move a step. We were greatly affected at this misfortune, and agreed to convey him to the next house we should find. Fortunately the village alluded to by our landlady, when we first arrived at her house, was in sight, and the view of it gave our sick friend fresh courage; but we were apprehensive it was too large; however, we were resolved at all events, to procure him a lodging there; and, if we perceived any danger, to be off instantly. About half-past 11, we arrived at this village, which proved to be far inferior to what we had expected. Mr. Ashworth went into a public house to reconnoitre, and to inquire if our friend could be supplied; he returned shortly, and said he had succeeded, and assured us, from every appearance therein, that there was not the smallest risk attending our remaining there for the night, and even the next day. We wished very much to continue if possible together; indeed, from their very great attention to me, when scarcely able to move, I was determined not to desert or abandon any of them that might be indisposed, unless impelled by the greatest necessity. We accordingly agreed to remain with our friend, sincerely hoping that he might, by the next night, recruit his strength. The bleeding had ceased, which was a great deal in his favor: we accordingly went into the public house, the sick gentleman and myself last. We were very civilly received by the landlord, who was a young decent man; he shewed us into a nice, clean, back room, where we had beds for each of us: he assured us we were perfectly safe with him. '*I have been situated in a similar manner once myself*', said he, '*and shall have a fellow-feeling for others: when I quitted the army as a conscript, I travelled several hundred miles by night, and concealed myself in woods in the day time.*' We gave him nods of ap-

probation, took some refreshment; found our friend was already better, and each retired (happy as any creature could be) to his bed.—My God! what a paradise! It is not in my power to express, or to give any idea of the delight and happiness I felt, at being once more in a comfortable bed, with every thing neat and clean about me. This was our thirteenth night without stripping or resting, except the preceding one in the hay-loft. I need not observe, that we remained in bed most part of the next day." * * * *

"At a little before day-light on the 14th, we entered a wood, and found a convenient place to conceal ourselves. We conjectured we were nearly five leagues from Arras*. At about eleven, we were alarmed by the noise and whistling of a fowler with a dog, and in a few minutes we heard the report of his piece; the shot rattled through the bushes in which we lay, and a partridge perched close to us. This circumstance alarmed us prodigiously, as we could hear the man and dog advancing towards the very spot. To move would have been imprudent, since he was so close, that it was impossible to avoid being discovered. We waited the event, without the smallest hope of escaping detection—the dog advanced—flushed the partridge nearly at our feet—the fowler close to us: fortunately the bird took an opposite direction to the spot where we remained concealed, the master and dog followed, and in a few minutes relieved us from the consternation they had thrown us into."

The wanderers subsequently passed through Nieuville, a municipal town, by day-light; crossed the river Canche in a ferry-boat; and at length took up their quarters in a barn not far from Estaples, from which they sallied towards the sea coast, at noon on the 18th September. Captain O'Brien's narrative now runs thus:

"We kept advancing towards the sand-hills with great celerity, little suspecting that the moment was near at hand, when all hope of regaining our native soil would be destroyed.—Every pleasure which we had anticipated on our arrival there, the visiting of our friends, our advancement in our profession—in fact, every thing pleasing to the human mind which we had indulged and cherished during our long and fatiguing journey, was soon to be frustrated. But to proceed. We had now a poor sorry village to pass; and at the very last house, Mr. Ashworth expressed a desire to ask for a draught of water, as he felt excessively low: On these occasions every one was consulted—none of us saw any danger at that moment arising from this circumstance, having passed through the village, and by a number of people, without the smallest inconvenience. He accordingly entered the house, and we advanced slowly, waiting his return. He appeared to be a long

* The chief town of the department *du pas de Calais*, province of *Artois*.

time absent. Mr. Tuthill wished to go and see what detained him. Mr. Essel and myself remained on the side of the road, anxiously looking out. They very soon appeared; and, to our inexpressible grief and mortification, were conducted by two armed men in an uniform entirely foreign to us.* I clearly perceived that these fellows had taken them into custody, from the manner in which they approached. When they had joined us, Mr. Ashworth introduced me to them, as Captain Cox, of the ship Favourite, of New York—This had been the story fixed upon in case of being stopped.—*We had been cast away near Marseilles, and all hands had perished, except Florence Heath (Mr. Ashworth) mate, William Dixon (Mr. Tuthill) supercargo, and Mr. Essell, (whose new name I now forget) passenger. We were bound to Barcelona. Cargo—slaves and cotton. Only the supercargo and mate could speak French:* consequently, I had an opportunity of disclosing my sentiments more freely, to those who stood interpreters. They appeared to commiserate our situation, and had not the least doubt but what we alledged was true: *But they must take us to the mayor of the town, who would (no doubt) grant us passports to proceed to some sea-port, whence we could take shipping for America, or any other place we pleased.* We expressed our warmest thanks for this mark of their attention; but (if they pleased) we did not wish to put them to the inconvenience of going out of their way on our account.—*It was entirely in their way; and it was impossible we could proceed along the coast without papers—they were only astonished how we had crossed the kingdom of France, without being arrested. We had been much to blame in not having procured passports prior to our quitting Marseilles.* We assured them, *We were ignorant of its being in the smallest degree necessary—We had been born in a country where nothing of the kind was required, and where it would be deemed a very great insult, to ask any person where he came from, or whither he was going.* They gave a shrug at this—and declared it was *bien different dans ce pays ci.* We regretted that we had not been more enlightened with respect to the laws of their country, &c. &c.; and by that time we arrived at the ferry boat, and in a few minutes were in the town of Estaples. We had a number of articles in our possession that we wished to get rid of; so I desired *my mate* to mention to them, that I wished to take a little refreshment at some convenient inn, before we waited on the mayor. They consented, without hesitation, and we arrived at a small cabaret; called for some bread and wine, and, one at a time had occasion to withdraw for a few minutes—Thus, we got clear of several things, that might have produced disagreeable consequences.

"We now cheerfully accompanied (at least in appearance) our conductors. They were under the necessity of waiting upon their captain, before they went

* They were douaniers or custom-house officers—the sea-coast abounded with them.

to the mayor's. He received us with politeness, and sent for the mayor to be present at our examination. His worship arrived, and with him an American gentleman: They interrogated us very strictly and minutely. We repeated our former story. The American gave us to understand, that as they suspected we were English, which we had no possible means of disproving, we should be sent to Boulogne prison until they heard from our consul, at Paris, or until they were well convinced of the veracity of our statement. Accordingly we were conducted to the town prison, and given in charge to the *gend'armerie*. Their brigadier, who was commanding officer, after surveying us with one of the eyes of Argus, inquired if we had been searched—they replied, no. 'Search them instantly,' cried he, 'they are Englishmen, depend on it, who have escaped from one of the dépôts.'—His orders were readily obeyed. I was first rummaged. They opened my pocket book, in which were several English letters, &c. I asserted that the pocket-book belonged to a cousin of mine, who had perished with the wreck.—But any thing I could affirm was rendered useless, for on the others were found maps of the departments that we had gone through, with several other papers which identified us to be what they suspected.

"However, we still persisted in being Americans: They remonstrated on the folly of such conduct, and ordered us into a dungeon, assuring us we should be now very roughly treated, and considered as dangerous people; whereas, a frank confession might cause some mitigation. After a little deliberation, we clearly perceived the inutility of holding out; so acknowledged at once, who and what we were. The brigadier assured us, he had been confident from the moment he first saw us, that we were English—and he would now do every thing in his power to comfort us under our present embarrassments—but he had no superior officer of his corps nearer than Boulogne, where he should send us the next day; and, for that night, he would allow us to go to an inn to get ourselves a little in order, but with a strong escort, and we should be obliged to find it in every necessary, and to pay them six *livres* (five shillings) each for the night. This we readily agreed to—our situation and state of mind were truly miserable. At 8 o'clock the next morning, we were placed in a cart and escorted to Boulogne; where we were given in charge to the jailer, who sent one of his turnkeys to shew us our lodgings, which were certainly extensive enough: two small sheafs of straw and a bucket of water were shortly after sent us to supply the places of beds and refreshments, after about twelve leagues journey, as well as to strengthen us for a most fatiguing march back into the interior.

"Tuesday 22nd, we were called betimes by the guard, and in a few minutes were once more *en route*. The day was excessively wet and the roads heavy, which prevented them from chaining us, more especially as we had a very long march to Montreuil, 12 or 13 leagues distant. About five in the afternoon, we were placed in the common jail, which we found a tolerably good one; but the jailer and his wife imposed upon us in a shameful

manner. They told us, that a Mr. Kemp, an Englishman, resided at the mayor's, and was considered a prisoner on his parole. We sent him a note, which he answered, by declaring, 'he would willingly come and see us, but he was afraid of compromising himself.' Our route was through Hesdin and St. Paul to Arras, where we saw several of our countrymen, who were not so extremely cautious as Mr. Kemp, although we were conducted through the main street, loaded with chains. At Cambray, the Arras escort quitted us, and we were conducted to Chateau Cambressi, where we were put into a most horrible dungeon under ground, nor could any thing in our power have the smallest effect on the flint-hearted keeper of it: thence we were conducted to Landrecy, encumbered with fetters and handcuffs.

"On the 29th, we arrived at Avesnes jail, and were placed amongst criminals of every denomination, by order of General Wirrion; who it appeared had sent express to all those places, to desire that we should be treated as severely as possible. The report here was, that we were going to be shot as spies, who had been inspecting the naval preparations along the coast. One of our companions in this horrible prison was a wretch condemned to perpetual irons for having murdered his father and mother; he had cut them in quarters and buried them in a pit—it appeared that he was insane.

"About 5 o'clock on the 30th, we halted at Hirson. We had passed through this village formerly, and were then billeted on the inhabitants, as they had no jail. I was in great hopes we should escape the horrors of a dungeon for one night at least, but found myself mistaken. They placed us in a small cachot, calculated to contain about our number, and gave us a little straw to lie on. The next day was very rainy, and the roads prodigiously heavy; our march long and fatiguing. I cannot omit observing, that one of the party, having occasion to be unchained from his comrades, could not obtain permission before one of the guard had pinioned him with a strong cord, which the *gens d'armes* carried for that purpose.

"October 1st. About 6, we arrived at Maubertfontaine, in a most miserable plight, covered with mud and dirt. We found a new dungeon in this village just built, where we were very soon deposited: The guards visited us every hour during the night. On the 2nd, at day-break, we were chained to a cart and hand-cuffed; the roads, from the late fall of rain, being too heavy to proceed on foot. Our treatment was pretty nearly the same throughout unto Verdun, where we arrived at the latter end of October. I was then separated from my companions, being considered as the *chef du complot*, and was thrown into a miserable dungeon, wherein was another prisoner, supposed to have been a spy, and who expected to be brought to trial in a few days."

After a close confinement of some days, and undergoing

repeated separate examinations, Mr. O'Brien and his late travelling companions were ordered to prepare themselves for a march to the fortress of Bitche, in Lorraine, a wretched place, in the dreadful caverns of which many a valuable British subject, during the late war, terminated his existence in all the agony that illness and despondency can create.

"The morning of our departure arrived," says Captain O'Brien. "We joined eight culprits at twilight, and were placed in a large waggon, under a very strong escort of *gend'armerie*, with a brigadier to command it. We were confined the first night in a village called Malatour. The dungeon was so very small, and there were so many of us, that we could scarcely breathe. Our allowance of straw, *a pound and a half each*, was given us to lie on; it was so short, that it had exactly the appearance of so many bundles of tooth-picks. The following night we were lodged in Metz jail, where we remained several days.

"At last an order came for half of us to proceed towards our destination; two others, with us four, were accordingly commanded to get ready. We were now in hopes of having another chance of getting out of these scoundrels' clutches, but were much mistaken; our guard watched us so closely.—We were so well secured with handcuffs and chains, that it was impossible to attempt it, and we were safely lodged in Sarre Louis jail. This is a dépôt for seamen, and one of punishment for officers who may transgress; but it is many degrees superior to the one at Bitche, which we were ordered to. Several of our countrymen obtained permission to see us; and from one I received a small map of Germany, torn out of an old book of geography, which I carefully stitched in the lining of my waistcoat. We were now joined by those left in Metz prison, and were soon again on the march towards our destined habitation; the same precautions were taken for securing us, and but little or no hopes were left of our escaping. We arrived at Sarreguemine, only 6 or 7 leagues from Bitche, and were secured as usual in the jail. The next day we expected to arrive at our horrible abode, about four in the afternoon. In the morning our guards came with a large waggon, in which we were placed, and to my great astonishment and delight we were not chained. I considered this as a most wonderful circumstance, and as a favourable opportunity that ought to be embraced, particularly as there could be no hopes of any other chance; indeed it appeared an interposition of Divine Providence in our favour. I communicated my intentions to my companions, and after we had got out of the town, we descended from our waggon, observing to the guards that we preferred walking a little. Mr. Essel remained in the waggon. Messrs. Ashworth, Tuthill, and Baker, of the merchant service, with myself, were walking a-head of the waggon. We had not got more than two or three miles when I discovered a wood at about 150 yards from

the road; our guards were about 50 yards behind us; they were on horseback. Although there were no leaves on the trees, we were certain our guards could not pursue us without a great deal of difficulty, owing to the branches; and if they dismounted, we were well assured we could out-run them *.—The important and anxious moment arrived!—I gave my friends the signal, which was a loud cheer, and away we ran—the guard in full speed at our heels. The ground being very heavy, a kind of fallow field between the road and the wood, Mr. Baker fell down and was instantly seized. We were more fortunate—crossed each other frequently in the wood, quite out of breath. I called out to them, that they must be very cautious in keeping out of pistol shot of the guards, who were now riding in all directions through the trees, exclaiming—*Arretez coquins!* They quitted me, and I, fortunately at that instant having a tree between me and them, sat down. I observed the guards pursuing my companions. The moment I lost sight of the former I drew towards the borders of the wood, on the opposite side to the direction which they had taken, and perceived an extensive plain, and a wood, about a mile distant. Without any more deliberation, I entered the plain, and was in a very few minutes in the next wood, without seeing or being seen by any body. Having thus far providentially succeeded, I began to consider what step I had better next take; and after a few minutes rest, being quite exhausted, I determined upon quitting this wood also, but at the opposite extremity from that where I supposed my pursuers were—being of opinion they would visit that part, after they had diligently searched the other, which was now surrounded by the peasantry, men, women, and children, it being Sunday. And 50 livres reward (2*l.* 1*s.* 8*d.* sterling) having been offered for each prisoner of war, brought a prodigious concourse of people, and left me but very little hope of remaining in safety in any place, where they could suspect a man might be concealed. On quitting this wood, I conjectured that I was about three or four miles from the road whence I had at first escaped. Immense plains, stubble ground, &c. presented themselves to my view, with the river Sarre close to the southward of me, but extremely rapid, and no part fordable.

"I next observed several people at a distance, running towards the first wood. My case appeared desperate; and, to avoid suspicion, I thought the best method would be to walk deliberately across those plains, taking a different direction from every other person in them, without appearing to avoid any. I put a night-cap on which I had carried in my pocket, instead of the cap I usually wore—that being a common dress with the peasantry of Lorrain. I passed several at very short distances, stopping frequently, and seeming to walk very carelessly. At length, I found myself in a small

* "These fellows in general had very large heavy boots, and were otherwise badly equipped for running."

vale, through which ran two rivulets, forming a kind of island that was covered with a hawthorn-bush, briars, &c. sufficiently large to conceal one man. This I conceived admirably well calculated for a hiding place; as it was so excessively small and wet, I was of opinion nobody would even think of searching it. I entered it, and was so completely covered, as to be scarcely able to discern the part through which I had first penetrated. I found it in one sense very uncomfortable, with respect to the mud, wet, and dirt that I was obliged to wallow in; but, otherwise, it was a perfect paradise to me, and all I regretted was, not having my poor comrades with me, although I comforted myself, in feeling assured that they must all have escaped, even those who did not run in the beginning, as they were left with only the waggoner, the guard having pursued us. I was indeed some time afterwards informed, that not one of the remaining eight ever attempted to quit the waggoner, but were quietly conducted to Bitche; where, as the reader will find, I was again compelled to rejoin them.

"I lay cold and quiet enough in my wet and muddy bed, anxiously wishing for night to arrive and dispel part of my apprehensions. I was obliged frequently to shift from one side to the other, the moisture becoming very severe; in a short time I was wet through in every part, and extremely chilly, having been in great perspiration when I entered the islet. I could distinctly hear the alarm bells ringing in the adjacent villages, and the whistling, howling, and shouting of the peasantry in the direction I had just quitted; and frequently I heard voices close to me.

"But now the much desired moment of darkness was approaching fast; the sun was setting, and, to my great mortification, with every appearance of bad weather. It already began to rain very hard, which obscured the moon, about that time eight or nine days old. Reflecting on my present state, I found it truly pitiable—with only the small old map already mentioned to direct my course; without compass or guide, meat, drink, or companion, and in the dreary month of November. The nearest friendly town to me was Salsburgh (in Austria), between 7 and 800 miles distant. Nevertheless, having escaped from the clutches of tyrants, and being my own master, more than compensated for a thousand severe hardships. I cut a stick out of the bush I had lain all day concealed in, and picked a number of haws off it, which I put in my pocket, and swallowed stones and all, occasionally. About half-past seven I ventured out, shook and cleaned my cloathes as well as I could, recommended myself to a Merciful Creator; and proceeded, with great precaution, towards the wood, in which I had separated from my companions, supposing that they would return there also, to meet me. It rained very hard, and every thing was profoundly silent. I traversed the wood about three or four miles in different directions, but to no purpose: how and then I whistled, which was a former signal established amongst us, but all without success. I remained alone—cold, fatigued, and drenched with wet.

"The moon being again entirely hid, in consequence of the inclemency of the weather, prevented my knowing to a certainty what course to take. The risk was too great to venture on the high road: I knew this from sad experience, and yet I was so nearly perished with cold and wet, that it was impossible to remain still. I, therefore, kept running and walking onwards during the night, frequently impeded by the course of the Sarre, which confused me greatly. At length, being very much fatigued, from the commons, deserts, &c. which I had gone through, and finding a convenient wood, though destitute of leaves, I got into it and concealed myself in a tolerably good part, a little before day-light. I never recollect feeling or suffering so much from cold—it had rained incessantly all that day. I swallowed a few of my haws, and endeavoured to comfort myself by imagining that the ensuing night might be fine, and that I might possibly fall in with my comrades; which would indeed have been the greatest consolation. I also felicitated myself on not being much more than 15 leagues from the Rhine; that being the distance when I quitted my companions: admitting that had I been going in the opposite direction all night, I could not have increased the distance much.

"On the 16th, I was very much annoyed all day by moles, rats, and other small animals, somewhat like squirrels; the rats often approached so near, as to lick my shoes. Their tricks and advances rather amused me, and abated in some measure the lowness and disquietude of my mind. At the close of the evening, a swineherd passed by, conducting his hogs near my hiding place—I saw him very distinctly. One of them took flight exactly towards me; he sent his dog in pursuit of it, which providentially turned the hog, otherwise it would have absolutely ran over me. I need not observe how much I was alarmed, especially as I could not have been far from the place whence I had escaped.

"About 8 o'clock I quitted my retreat. The night was again very bad; it kept raining and blowing hard. I was equally at a loss which direction to take, not being able to see either moon or stars. About 9 o'clock, I discovered a hut; and imagined that would be a good opportunity to endeavour to procure a morsel of food of some kind. I reconnoitred it very attentively, and approached most cautiously the door. The struggle between the desire of procuring some sustenance (which I so much wanted) and the dread of being arrested in the attempt, is easier to be conceived than described. After deliberating some length of time, agitated alternately with different sensations, without coming to a determination (so powerfully did the fear of being again brought back operate)—the want of sustenance at length preponderated, and I knocked at the door. It was opened by a woman. I asked for some bread in German, which is the language spoken by the peasantry of Lorrain. She made signs for me to enter, which I did. There were three men and another woman in the house; an elderly man, who was the only person that could speak French, instantly told me, that he was certain I was one

of the Englishmen who had escaped from the guards the preceding day; one of whom had just quitted the house, who had been on the look out all day, and came, in his way home, to give them information. Pleasing intelligence!—I did not dispute who or what I was. He dwelt upon the 50 livres reward for arresting a prisoner of war. It was an object, he said, to poor people like them. I understood him perfectly; and observed, that, although his government had promised that reward, he was not certain when it might be paid; besides, what honest man would prevent a poor prisoner of war, who had been guilty of no crime whatever, from revisiting his wife and children after an imprisonment of four or five years, for that paltry sum? He explained what I said to the others—I found the women were advocates for me. Upon which, I addressed the old gentleman again, and said, 'as you appear to me to be very worthy and honest people, accept of this trifle amongst you;' giving him a louis d'or, and presenting the women with six livres, as a mark of my respect for them; which they received very graciously. I saw that matters now bore a more favourable aspect, and, accordingly, took an opportunity of observing, how sorry I was at not having more to present them with. I now begged they would supply me with a little bread, but they had none baked. I then requested they would shew me the nearest way to Bitche, as I had friends there who would find means of supplying me with a little cash, to enable me to proceed on my journey. After a long discussion in German, during which I perfectly discovered their uneasiness at not receiving more than 30 livres, the old man observed—'*As there is but one of them, it is of no great consequence; but if they were all here, it would have been well worth while:*' meaning the other eleven of my companions. I again repeated my wish to be directed towards Bitche. I knew there was a direct road from thence to the Rhine, which was my motive to go that way. The women again pleaded in my favour, and the two young men offered their services. They accordingly equipped themselves, informed me they were ready, and I took a most joyful leave of the women and old man, and followed my guides, inexpressibly rejoiced at getting out of this danger; although I did not consider myself particularly in safety, whilst I remained with these fellows.

"They conducted me through very intricate ways, deserts and commons; they were generally behind me, and whispering to one another. I had no great opinion of them; so feigned occasion to remain behind a little, which time I occupied in concealing my watch, and money, and small map that hitherto had been in the pocket of my pantaloons. I then again advanced, but never went before them. The inclemency of the night, the melancholy state of my mind, with the awful aspect of the mountains and forests I passed through, together with the discordant screaming of the screech owl, filled my very soul with horror. My white thorn club was my only weapon; I regarded it with secret comfort, and was determined to use it, should I have occasion, to the utmost of my

nearly exhausted strength. Yet, perhaps, my opinion of these fellows had been ill founded. About midnight they left me, on a pathway to the road to Bitche, and took their leave. I felt much pleased at so happy a deliverance, and continued in that direction until about 3 o'clock; when, supposing myself near enough to the 'Unhappy Mansion,' I directed my course (as I thought) towards the Rhine. Sometime before day-light it ceased raining; the stars shewed themselves, and I had the mortification of discovering that I had been going diametrically opposite to my proper course. What added to my miserable situation, there was neither wood nor any place in sight to cover me for the ensuing day.

"In this unhappy dilemma, I still kept advancing, being confident I had no secure retreat behind me. When, at length, some time after day-light, I discovered a very thin wood, on the side of a hill, which I immediately betook myself to, and there remained until night. There was a drizzling rain the whole of the day; the cold was extreme. I did not feel hungry, but excessively weak. During the preceding night, I had taken several draughts of water, which satisfied my appetite. The only annoyance I had this day, was a man, who was cutting wood below me in the valley. I could see every motion of his; but it was impossible he could see me, in consequence of my breaking small branches, and sticking them close round me.

"At night, about the usual time, I commenced my journey, and took the direction back which I had followed the preceding morning; and I confess, notwithstanding my disappointment, I felt some consolation in knowing I was at length in the right track. During the whole of this night, my escapes from being dashed to pieces, by repeated falls down precipices which the darkness concealed, were quite incredible. About 11, I felt very much harassed from crossing fields, morasses, &c. and happening to hit the high road, I resolved to follow it for some time, especially as I thought it led my way, but could not be certain as the moon and stars were still obscured. I supposed it was too late for travellers to interrupt me: However, after quitting a wood on the side of the road, when I had to crawl up a sort of gravel pit to get on it, imagine my astonishment!—I had no sooner stepped on the road than I was challenged, *Qui Vive* in an audible voice, by a *gend'arme* on horseback. I need not point out how ready I was to quit the highway at that moment; I shall only say, that I made but one jump down the gravel pit, and crawled thence back into the wood; where I remained for some time to gather strength, being quite exhausted. I then proceeded along the wood without having any idea where I was going, the night being very dark, wet and inclement. The weather was much against me, and added greatly to a despondency which fatigue and hunger had increased—I, however, was resolved to struggle against it to the last. I fortunately fell in with a cabbage garden, close to a cottage near the wood, and eat plentifully, and I stowed a good supply in my pockets for the ensuing day. Afterwards, I

re-entered the wood, in which I remained all day. At night I recommenced my journey, still embarrassed in consequence of the weather to know which way to go. This was the most severe night (if possible) I had yet experienced—the roads, pathways, and fields were deep and heavy from the constant rains; rivulets had become dangerous rivers, and I had to wade through several. I had an opportunity again this night of feasting upon cabbage stalks, leaves, and turnips, and filled my pockets also.

"My feet now began to get blistered, and very sore. I was also becoming excessively weak, it being my fifth day of living upon cabbage leaves and stalks. About half-past 2, in the morning, I perceived a lonely house on the side of a wood. I imagined I might approach it and thus endeavour to procure some refreshment; being of opinion, that after so long a ramble (even allowing for the traverse I must unavoidably have made) I was still a great distance from the place whence I had escaped; I was therefore tempted to try. Accordingly made towards it. Saw a light in the window, got close to the door, peeped through the key-hole and window alternately, and at last saw a woman spinning by a rousing fire. How anxiously did I wish to be seated by it! Twice had I the knocker of the door in my hand, and as often did I drop it; so great were my apprehensions and fears of approaching any dwelling place. My last rencontre had greatly heightened them, and not having plenty of cash to purchase myself off, was another powerful reason for alarm. Notwithstanding all my fears and all the embarrassments I laboured under, I at last seized the knocker the third time, and rapped. The door was opened by a man, who surveyed me from top to toe. I was covered all over with mud and dirt, and dripping wet. He could clearly perceive from my appearance and miserable aspect, that I had been secluded for some time from any fellow creature, and had been doomed to associate or rather herd with the animals that inhabit the forests; indeed the voice of the screech-owls, during my night wanderings, was the only one I had heard for some time, which had become quite habitual to me. Whilst this fellow remained with his eyes rivetted upon me, I assured him in French, that I was very thirsty, and asked him if he would have the kindness to give me something to drink?—He could not speak French, but made me understand he had nothing whatever to give me.—I discovered a pail of water and pointed to it, upon which he brought me a ladle full. I then took the liberty of sitting down by the fire, though this inhospitable boor never asked me. I did not much like the appearance of the place, nor did it offer any thing that could be of the smallest service. I asked him the road to Strasbourgh—it was close by. I was about to quit his fire side, when a tailor arrived to work for the family; and he also began to survey me very closely. I heard him whisper to the man of the house, and mention very distinctly the words *Englander* and *Bitche*. He then addressed me, and asked, if I were authorised to travel? whether I had a passport? &c. &c. I replied, he must be a very impudent fellow to ask such inquisitive questions, that I should not gratify a gossiping rascal of

his description, and that I wished to know by what authority he could presume to interrogate any stranger in so unhandsome a manner—The scoundrel smiled. I then observed to the landlord, that the inclemency of the morning was what had occasioned my stopping at his house, particularly as I had seen neither village nor public house contiguous; but as there were no hopes of the weather becoming fair, I should continue my road to Strasbourg, which was twelve leagues off, and Bitche I was given to understand, was only three leagues; which mortified me greatly, to find what little progress I had made in so many days. But to return,—They sat down, tailor and family, to breakfast, without asking the unfortunate stranger to partake. So he of course took his leave, and pursued his solitary journey."

After wandering for nine days through woods and marshes, over mountains, &c. during which period he met with many extraordinary adventures, and had some almost miraculous escapes, Mr. O'Brien succeeded in crossing the Rhine at Khel; from whence he travelled, with feet dreadfully blistered and legs much swollen, through Baden, Suabia, and Wirtemberg. He was also fortunate enough to obtain a conveyance over part of the lake of Constance; and had nearly reached Lindau, a town then forming part of the Bavarian territory, before he was again arrested. This event happened on the 2d December, 1807. He thus describes his subsequent treatment:

"They proceeded to search me, took away the whole of my clothes, and the few pieces of silver they found on me, my knife, razor, &c. observing that I should have them returned in due time. I prevailed on them to leave my pantaloons; and as only the collar and sleeves of my shirt remained, I did not fear being deprived of the comfort of reserving it. They then locked me up and retired. I found myself excessively cold during the night: a severe frost had set in; and I could not expect it otherwise. * * * *

"On the thirteenth morning, at day-break, the jailor appeared with breakfast and my clothes; and informed me, I was instantly to prepare for my journey back into France; that my escort would be at the door in a few minutes. I had scarcely swallowed my breakfast, when two military men were shewn in; the foremost carrying an immense iron chain, with shackles, and a large padlock. This man spoke a little French—saluted me civilly, and asked if I were prepared? 'Yes,' said I, 'perfectly so.' I am sorry' resumed he, 'to be under the necessity of using these machines—it is the commandant's orders, and, as you are an officer yourself, I need

not observe how necessary it is to obey the orders of a superior.—We are brothers of the volunteer corps of this town, chosen on purpose to re-conduct you into France, lest you might have been ill treated by soldiers of the line! The commandant's secretary now joined the party, and he expressed his satisfaction at his brothers being appointed to escort me. I pointed out to him the cruelty of putting so enormous a chain upon any human creature;—he replied, 'you have escaped, Sir, even from the *gend'armerie* of France; and those are volunteers only, so that the commandant thinks it very necessary—we have no small chains; there is a carriage ordered to transport you, consequently the inconvenience will not be so great! A little more palaver followed; and my right arm and left leg were chained together, with the large padlock, &c. as before observed. I was then carried to the jail door, where there was an immense concourse of people to behold me thus decorated.

"We halted at midnight in a walled town, the name of which I have never found out; and they informed me I might go to bed for two hours. I never closed an eye. The night at length elapsed; I was placed in another vehicle, and soon discovered they were taking a more northerly direction towards Strasbourg. We had three relays before four in the afternoon, when we arrived at Tutlingen, a small open town in Wirtemberg. At midnight, we shifted waggon at Rotheweil. At four P. M., next day, we passed through Gegenbach, in the circle of Suabia; and about midnight arrived at Offenburgh, a fortified town in Baden. Here we went to bed, my guards having first placed theirs on each side of mine.

"In the morning, we quitted Offenburgh for Strasbourg; breakfasted at Khel, crossed the bridge about one o'clock, and were very strictly searched by custom-house officers, lest we might have any smuggled goods. Those fellows, as well as the sentries, were very much enraged on my telling them, they had not been so particular a few mornings back, when I passed the bridge, without their deigning to speak to me. How mad the rascals were! In half an hour I was delivered up to the French *gend'armerie*, and found myself securely lodged in the military jail. The lieutenant of that corps came to interrogate me, appeared very much astonished at my sufferings, wondered greatly at my being able to cross the bridge without interruption, and informed me, that at day-light the following morning, I should be conducted towards Bitche, in company with eleven Corsican soldiers, who had lately deserted from their regiment, and would be shot. He was very sorry that I should have such companions, but could not remedy it.

"*December 19th.* I was chained and handcuffed to the eleventh Corsican, and another chain was then passed through the whole of the party, which completely linked us together. The brigade that escorted us were the most cruel scoundrels I ever beheld. They placed the chain round my neck, under my handkerchief, and on my observing to them, that it must certainly be their design to strangle me by putting the chain on so tight,

they took in another link, damned me for a rascally Englishman, and clapped on an immense padlock, which was dangling as an ornament under my chin the whole way; and they then screwed on my handcuffs until the skin was literally twisted off my wrists. At night we arrived at Haguenau jail.

"*December 20th.* We arrived at an open town, the name of which I have forgotten. The cold was very intense—snowing hard all day. For our comfort, we were put into one of the most filthy dungeons that ever mortal beheld—with scarcely room to turn round in it, and only a small hole in the door to admit air. The Corsicans appeared to feel a great deal for my situation, and observed, that they ought not to complain, when a British officer was used in so horrid a manner. They were permitted to go out of the dungeon to get some refreshments, which the charitable inhabitants sent them; but the 'Sacre Anglois' was not suffered to move; and I had great difficulty to procure a morsel of food. My companions soon returned, and they placed their knapsacks for me to lie on. The air hole was so small, and there was such an abominable smell, that I never expected to survive it. Two of these unfortunate wretches were seized with a diarrhœa, which continued the whole night, and added greatly to the stench we already had. The misery I endured was beyond description; the night appeared to have no end. At last the cheering moment arrived, which was announced by the usual sounds—rattling of keys, creeking of bolts, doors, &c. A *gend'arme* presented himself, and with a gruff overbearing voice, desired us to prepare for our march. He had very little difficulty in getting this summons obeyed, but he told us we must first of all clean out our cell! 'Where is the Englishman?' said he, 'let him do that part!' I advanced, and told him, I absolutely would not—I had caused no accumulation of filth since my arrival, therefore was determined not even to assist. The fellow was getting into a rage, when the deserters interfered, and assured him that what I stated was true, and they insisted upon their emptying it out; which being done, we commenced our journey as before; the two sick wretches were not exempted from fetters, although the weather was excessively inclement—blowing and snowing right in our teeth. My wrists were swollen and sore: however this was the last stage, and I expected at least to get clear of the handcuffs. The sick repeatedly requested permission to halt where they saw a frozen rivulet, to endeavour to procure some water, but to no effect. Those flint-hearted brutes would not suffer them, and the poor creatures ate handfuls of snow, to try to extinguish their burning thirst. The guard would not even condescend to unchain them on any occasion, and they were consequently exposed on the high road to every one.

"On the 21st, at noon, the high turrets of the gloomy mansion I was going to inhabit presented themselves to my sight. The outward appearance was of itself sufficient to strike the mind with horror. The idea of being shut up in that detestable fortress for, perhaps, the remainder of my

existence, was not of the most pleasing nature; however, death was much more preferable than a continuation of my persecutions, and I sometimes wished to be at rest. In an hour I was in the centre of the fort of Bitche—stared at on all sides by my unfortunate countrymen, who happened to be out of their souterrains at this moment to respire. Several I could hear arguing whether I was a British subject. 'He must have been,' said they, 'at the head of some banditti—perhaps he is the officer who commanded the soldiers he is chained to—it is impossible that any prisoner of war could be loaded in such a manner with fetters!' Others, who recognized me, shook their heads, and dared not approach near enough to ask a question: but I could perceive they imagined I had committed some atrocious offence. Indeed it struck me, that they thought I had killed somebody, which I afterwards found was the general opinion.

"It was not many seconds before my old friends and companions, Messrs. Ashworth and Tuthill, found means to get to me. I never was more thunderstruck in my life, as I supposed they were, by that time, on their passage to, or had safely arrived in, England. Mr. Baker, of the merchant service, and all the others, except Lieutenant Essel, who had been lately dashed to pieces in endeavouring to get over the walls, likewise came to see me. Messrs. Ashworth and Tuthill had been arrested, about two hours after they parted from me in the wood. It had been so suddenly surrounded by soldiers, peasantry, &c. that it was impossible to escape from it. They could not account for my getting clear. The others, whom we had left with the waggon, never attempted to escape.

"I shall not attempt to describe the fortress of Bitche; to give a minute detail of its strength, souterrains, &c. would fill a volume; therefore I shall only observe, that it is reckoned the strongest fortification in France, built on the summit of an immense rock, out of which all its subterraneous caves are hollowed. It has three ramparts; the first, from 90 to 100 feet high; the second, from 40 to 50; and the third, from 25 to 30; with redoubts, entrenchments, &c. innumerable. It appeared, at that moment, a moral impossibility to escape from it; and I was filled with despair on beholding its works. Being now arrived at the wretched dungeon I was to inhabit, my handcuffs and chains were taken off; and the Corsican deserters were conducted to the condemned cells; they were, I believe, soon afterwards shot. I found a Mr. Worth, midshipman, and a Captain Brine, of the merchant service, here. The latter was one of those who came from Verdun with me. They were on a door, which they had managed to unhinge, and which lay as a platform to keep them out of excrement and wet, which was more than ancle deep. They informed me they had been companions of the unfortunate Essel, in the late attempt to get over the ramparts; six in number had broken out of their cave—had got a rope made of sheets, and were on the point of lowering themselves down, when they were discovered, and the alarm given; which made them all clap on the rope together, that was only strong enough

to bear the weight of one at a time, and consequently broke. One was dashed to pieces, and three others were so severely mangled and bruised, that little hopes were at first entertained of their recovery: however, they were then improving fast, and expected in the dungeon the moment the surgeon reported them well enough; after which they would have to remain therein thirty-one days, the usual time of being buried alive in the first and most horrible gradation of our captivity. It was about fifty deep stone steps underground, and the most dark and intricate passages led from it to the jailer's house. * * * * * *

"We now again began to devise and meditate upon plans for escaping. One of us proposed undermining the dungeon. I saw no prospect whatever of succeeding in this point; I, however, was willing to try every means to regain my liberty. Hammers and chisels, with great difficulty, were procured, and we carried them always about us, as the dungeon was ransacked every day in our absence. We hung an old coat up against that part of the rock which we intended to begin upon. Rope was necessary to descend the ramparts with, after we had got out of the dungeon; we accordingly, through some friends, who had obtained permission to come and see us, contrived to purchase some stout linen for shirts (which we really much wanted) and from the shoemakers amongst the prisoners, we got now and then a ball of twine. We procured needles, bees-wax, &c. by degrees, and made a rope of four or five fathom for each, which we *marled* with the remainder of the twine, and passed tight round our bodies underneath the shirt. Our working time was immediately on being locked up after breathing the fresh air. Night would not do; as it would be necessary to have candlelight, and we might have been seen through the bars by our sentinels.

"The undermining business was found impracticable and was consequently dropped. Having a rope, we flattered ourselves we might some day, whilst allowed to breathe the fresh air, be able to elude the vigilance of the sentinels and scale the walls: however, it was a thing difficult to be accomplished; and our best hopes appeared, when we should be liberated from our present dungeon, at which time we expected to have an opportunity of using the rope, if not before. These ideas were very consoling to us; the prospect of once more getting out of their clutches was cherished by each of us, and we entertained one another with the pleasant sensations occasioned by such thoughts, with the direction we should next take, and how we should act in case of being again enlarged. These were the subjects of our constant conversation.

"*January* 23, 1808. We were at length conducted from the dungeon to a miserable hole under ground, to which I descended by thirty steep stone steps, where Messrs. Tuthill and Ashworth, with fifty of our countrymen, were already buried alive. Here I remained, planning and scheming every thing possible to effect my escape, but in vain: I, however, wore the rope constantly round me; yet the guards were so watchful, that I had very little hopes of being able to make the intended use of it.

"This continued during the months of February, March, April, May, and June, at the expiration of which the commandant had the kindness to allow me to go up into a room, where there were already twelve more. This indulgence, he had the courtesy to say, was in consequence of my good conduct. Messrs. Tuthill, Ashworth, and Brine, were of the number; the latter wore his rope as I did, and was the only person of the party, then in the room, who knew I had one. We became daily more intimate from this confidence in each other; and after a vast number of fruitless endeavours, on the 17th July 1808, the term of our slavery appeared to be drawing to a conclusion: I was on that day told in confidence by one of the seamen, that a party had thoughts of breaking out that night from the souterrain—that he was one of them, and he informed me who the other principal people were. I began to regret having ever left the cave. However, I imagined there was a probability of getting down to them for the night. I accordingly waited on the heads of the party, during their breathing time, and requested they would have the goodness to allow me to visit them that evening, without intimating my motives. They stared; and it immediately struck them, that I had a knowledge of their project. I therefore did not hesitate telling them the truth. They assured me, they could not permit my coming down to them, as it had been already fixed, that none of those upstairs were to be admitted: their reason was, that they supposed it might cause suspicion, as it would be necessary to obtain the marèchal de logis's leave, before any of us could get below. I felt greatly mortified at their resolution. They were locked down at the usual hour (6 o'clock), and I told them at parting, that I had still hopes of spending the evening amongst them. After they had been locked down, the marèchal de logis generally quitted the fort for some time, and I watched until I saw him go out, which was about half-past six:—At seven * we were to be locked up in our room. I therefore lost no time—went instantly to the guard, whose name was Buché, and told him, I had been invited to celebrate the anniversary of a friend's birth-night in the souterrain, and that he would oblige me greatly by allowing me to descend. He hesitated; but when I observed 'What apprehensions can you possibly be under? am I not more secure below, than up stairs?' he then granted it. I immediately apprized Messrs. Tuthill, Ashworth, and Brine, my companions in the above mentioned room, of what I had done; when they also persuaded the guard to allow them to join in celebrating the birth-night. I was afraid that their applying would cause suspicion, and prevent even my being allowed; however it did not. As we approached the cave, the noise which was made to prevent the working of saws, chisels, and other tools from being heard, convinced me they had already commenced their operations. Some were singing, others shouting, dancing, and their dogs barking. Before seven we were amongst them, having taken a few necessaries

* In summer they allowed us to remain until seven.

with us for the night, which could not be observed, in our pockets. They received us with open arms, and admired our perseverance. I found they were getting on rapidly; the miners were very active. One door was already forced; the second door was an immense iron one; it was impossible to break through it, the miners had therefore worked away the earth and rock under it. It was half-past 10 before we got a hole large enough for a small man to creep through, which enabled him to force the bolts and bars at the opposite side, and to open the door. The principal obstacles were now removed in every one's opinion, and there remained but two slight doors more to impede our advancing to a subterraneous passage that led out of the fort. This was a very intricate passage, and we had to feel our way to those slight doors, as it was dangerous to have candlelight. Some unfortunate English prisoners, owing to treachery amongst themselves, had been sabred in the same passage about two years before, in a vain attempt to escape during the night. How valuable would a dark-lanthorn have been at that moment! Every body, except the few that were appointed to force the doors, were preparing for their escape. It was now nearly midnight. Our over eagerness in forcing the third door, shot the bolt back, which caused a noise and alarmed the centinels outside. This occasioned a general alarm to be instantly beat—all hopes were then at an end. 'What unfortunate wretches!' were the only words that could be heard, every body endeavouring to get to his respective place before the guards entered. Those who were all over dirt trying to strip and hide their clothes: the confusion was great in all parts of the cave; people running against one another, mistaking each other's beds and clothes. The visitors were of all others worst off; their friends, whom they came to spend the evening with, had no beds to offer them. The doors were now opening, the guards entering; and I, who was all over dirt, was rambling about without being able to find any place to creep into. By accident I stumbled over a bed, and I immediately crawled under the blankets, with my boots and every thing on. The guards passed close by me in going to the spot whence they conjectured they heard the noise. Every thing was silent, and you would have supposed that all the prisoners were in a sound sleep, some even were snoring. By the guard's light, after they had passed, I discovered I was in a servant's bed; the fellow was quite intoxicated, and I was some time before I could make him understand who I was, and what brought me to partake of his bed: however, this being done, he desired me to cover myself over, and assisted me as well as he could. It afterwards appeared that he had gone to bed with an idea of getting sober by the time we should be ready to be off. On discovering the first door opened, the commanding officer observed, with a sneer, that he would give them weeks to get through the next, meaning the iron one; but on advancing a few paces, one of the guards attested with a horrid oath that the second was also open. This made the officer swear vehemently at the 'sacres coquins,' that he would find out the 'chiefs of this horrible con-

spiracy!' 'Where are those visitors,' cried he, 'who, I understand, prevailed on the *gend'arme* to be admitted down; they must be the heads of this business?' They then called over the names of Tuthill, Ashworth, and O'Brien. I was too old a man of war's man to answer the first call. The two former answered, who were stripped and by this time in bed: However, this did not protect them; they were desired to put on their clothes instantly, and ordered to be conducted to my former habitation, the dungeon. They again repeated my name; Mr. Brine, through mistake, answered; and he was immediately ordered to join the other two. I remained close covered, whilst the servant sat up in the bed, and declared (when they were advancing towards him), that there was only himself there. This they took for granted, and passed to the next bed. I saw no prospect whatever of escaping from being discovered (as they were certain of my being below), and I was frequently on the point of jumping up and joining my comrades, who were now marching out for the dungeon. The servant (though intoxicated) observed, it would be time enough to join that party when I was discovered, and that I ought to wait patiently the result. I found a good deal of reason in what this man said, and remained quiet. There were three or more ringleaders (as they called them) discovered by the clay and stuff found about their garments, and the whole were escorted to the dungeon. The doors were then again locked, having placed centinels on those that had been broken open: I expected that the guards would return to search for another set of ringleaders, and I remained full of anxiety waiting for them. In the mean time I was of opinion, it would be as well to take my boots and clothes off also; I accordingly stripped, and concealed those that were full of earth and dirt in different parts of the souterrain. Some time elapsed, yet no return of the guards. I then composed myself as well as I could; my bed-fellow left me full possession, and I fell into a profound sleep.

"When I awoke it was day-light. The usual hour for allowing the prisoners to breathe the fresh air arrived; but the doors were not opened as before, and they were soon informed that they would be kept locked down, until they thought proper to deliver up the names of all those who had intended to escape on the preceding night. The prisoners laughed at such a proposition, since there was nothing more certain, than that all who had been capable of walking out of their dungeon, would have embraced so excellent an opportunity of regaining their liberty. On second consideration, it was agreed to give only the names of those already in the dungeon, as they were certain of punishment. The commandant would not credit the assertion of so small a number of names, and the souterrain was kept locked. At all events I was now certain of being missed from my room, as there was no possibility of getting back to it. At 11 o'clock they generally mustered—the *gend'arme* who gave us permission was confined; and it appeared that he had not given the correct names in the beginning, and had not been interrogated particularly afterwards, which accounted for the

mistake between my name and Mr. Brine's: however the moment, which left no hope of avoiding detection, was approaching fast. The commandant, and all the other officers of the fortress of Bitche, descended about 9 o'clock, to see the havoc that had been made the night before. They were all astonished how we could have made so much progress in so short a time, and with so few tools; having only found a broken saw, a hammer, and a couple of old chisels. I had a great deal of difficulty to conceal myself while below, but effected it; although it seemed to be of little consequence, as I imagined that 11 o'clock would decide my fate.

"At about 10, a waggon of wood came for the prisoners. Permission was then asked to have the doors opened, that they might come up for it. This was denied, and the prisoners in the rooms were ordered to throw the billets down into the dungeon, through the bars of the air holes; but fortunately for me, the wood was too large. They were then compelled to open the souterrain, and allow a certain number up to take it down, a guard being first placed on the door. I got some clean things conveyed to me through the bars, and concerted a plan with one of those who was bringing the wood down: he was to make a particular sign when the guard's eyes were off the door; which he did, and I that instant jumped out. The sentinels seized me, and desired I would descend again. I asked why they had just before permitted me to pass them and go down? That I did not belong to the souterrain, and went merely through curiosity, to see what the prisoners had been about the last night. I reminded them (who had been in the habit of mustering the room I belonged to) of the mistake they were making. They were convinced, and supposed they had actually let me pass a few minutes before; begged my pardon, and suffered me to return to my apartment, where I was in a few seconds *indisposed*, and snug in bed: Thus did I avoid being sent to the gallies, since I had often been informed that my next attempt to escape would be punished in that severe and horrid manner.

"There was no danger now of my being discovered, until the *gend'arme* who gave us permission should be liberated. In the afternoon, I obtained leave to go to the dungeon, to see my poor comrades, and condole with them. They were much rejoiced at my good fortune, but feared it would soon be found out. Eight days passed on.—I frequently paid those poor fellows a visit during the time. Buché was then released, and I was obliged to keep constantly in the room when he was on-duty; and, when he came to muster us, I was covered over in bed. They never call the names, to count heads is their method, which suited me admirably. Five more days had passed away in a similar manner, when we received orders to prepare for a general review, which usually takes place once a month.

"*August 4th.* On this day we were all placed in ranks and minutely inspected. It appeared to my friends and myself, that I could not now avoid discovery, as all the *gend'armes* attended. There is no exception or excuse of sickness to be made; if a prisoner be able to crawl he

must attend, and frequently they are carried. I took my station in the ranks, expecting in a few minutes to be lodged with my old companions in limbo. Buché, whom I had so long avoided, rivetted his eyes upon me. I had received information that he was going to make known to the commandant or general, that I had importuned him more than the rest, and was the person who prevailed on him to let any down. He was astonished at seeing me, having been informed that I was in the dungeon. Shortly afterwards he passed me, and I saw him go and speak to the above-mentioned officers: I was then confident he had completed the business. The review took place; every one was inspected, and some were asked several questions. I was passed over with very little notice. I could not account for it—yet was of opinion, they would have said something on the subject had they been made acquainted with it. We were all dismissed, and the officers retired. I was confounded at my additional success, yet feared there was some mischief brewing.

"Whilst I was walking to and fro, in a kind of a dilemma, I was accosted by Buché, in nearly those words:—'By what miracle have you escaped from the dungeon? and how did you get up out of the souterrain? I have seen you walking about some days, although perhaps you did not see me.'—'Pray, Sir,' I replied, 'why should I be put in the dungeon?' 'My God!' exclaimed he, 'were you not the person, who was chiefly the occasion of my letting the other three and yourself down to visit your friends, as you called it?'—'You must certainly, Sir, have made a mistake, it was not me.' He replied, he was certain it was me; but added, that it would afford him no satisfaction to have me punished, since his own punishment was over. It had been his intention to tell the general and commandant; but his wife had persuaded him not to do it. I assured him that he should lose nothing by what he had suffered, and that I knew the generosity of the gentlemen on whose account he had been confined. The fellow laughed—we became good friends, and he took me to the dungeon that afternoon to see my companions.

"*August 5th*, 1808.—The next day my poor comrades received orders to prepare for a march to Metz; whither they would be escorted to take their trial as conspirators, and Buché to go as prosecutor. I now deemed myself fortunate indeed. I had the mortification to see them loaded with irons, after being a number of days in a most abominable dungeon. In a few days I received a letter from Mr. Ashworth, giving me a detail of the trial, &c. and stating, *that himself, Mr. Brine, and several others, were sentenced to remain as slaves fifteen years in the gallies—Mr. Tuthill only nine.*"

At the moment these unfortunate gentlemen were on the point of being marched to their destination, an order from Paris came to repeal the sentence, and to re-conduct them to

Bitche, from which fortress they subsequently effected their escape. A biographical memoir of Mr. Ashworth was published in the Naval Chronicle, Vol. 33. We now come to the period when Mr. O'Brien made his fourth effort for liberty, Sept. 1808.

"By this time," says he, "I had another plan of escaping in contemplation, and with every hope of success. The arrival of Messrs. Hewson and Butterfield, midshipmen, who in March last had escaped from Verdun, favored my scheme very much. Mr. Hewson being an intimate friend and very old acquaintance, I communicated it to him, and he rejoiced exceedingly at an opportunity so soon offering for another attempt to escape. However it was necessary to wait some time, as he was placed in the souterrain. In a few days he contrived, owing to real indisposition, to be moved up stairs into a room appointed for the sick. I now hoped to be soon able to execute our project, and had procured keys, with which I could at any time get out of my own room; it then only remained to open the hospital room door, and the wished-for meeting between us would be formed. This I attempted two nights successively, but without effect.—I found it was impossible.—As I only waited for the worthy Hewson, it was necessary to endeavour to get him up into my room—no other prospect was left. He made application by letter, to the commandant; and on the 11th of September succeeded. We wanted nothing now but a favorable moment. The next day Dr. Barklimore, an acquaintance of ours, also received permission to reside in our apartment. We were, fortunately, only seven in number; and of these seven three were confined to their beds. The fourth was a Mr. Battley, a dragoon officer of the East India Company's service; who had been a long time in the room, and informed me that he had conjectured what we were about, and requested to be allowed to join and partake of our danger,—which we agreed to. No opportunity of getting by the sentinels yet presented itself. Our friends arrived from Metz, but were put below. I communicated the business to them, they thought it a very dangerous and hazardous plan: however, they would have willingly run the same risk with us, if they could; but that was impossible.

"It was now the 13th of September, and the third night since Mr. Hewson had joined. Our poor friends were secured, after taking an affectionate leave of us. The night was very inclement, and proved much in our favour. Every thing was put in readiness; our rope made into a ball, and tied up in a handkerchief. Darkness at last set in. It rained—blew—thundered—and lightened; I never recollect a more desperate night. We unlocked our door with the keys already mentioned, and remained at the bottom of the stairs, waiting to see the sentinels go into their boxes: it was about 8 o'clock, and we continued in this position

until midnight, without any success. The sentinels were on the alert during the whole time, and without their great coats. It was then agreed to return to our apartments until the ensuing night, and to deposit all our apparatus in places that had been fixed on; but, upon second consideration, we imagined that the relief at midnight might not be so very active, and therefore continued in expectation until two in the morning, when we returned, having secured our door, &c. and went to bed. The souterrain was opened at the usual hour, and our friends came running up, imagining, from the inclemency of the night, that we must have succeeded; but were greatly disappointed at finding us all in our beds. I related the circumstances to them; and they, with ourselves, were not sanguine at our being able to pass in fair weather, if we could not in such a night as the last had been. I never saw soldiers more on the alert than the French sentinels.

"Doctor Barklimore had recently recovered from a severe fit of the ague, and was still very weak: I was much afraid, even if we did succeed in getting out of the fort, that he would not be able to perform the very long journey we were going to take. However, he was resolved to try.

"On the 14th, we dined early, that we might have the pleasure of our souterrain friends' company at a farewell dinner, during their breathing time. We got a good large piece of beef, and had it roasted; we had also bread, vegetables, and beer. They stated the number of difficulties we should have to surmount in passing the guards: the danger that would attend it; and expressed the anxiety they were under for us. We, however, were determined not to relinquish our undertaking, and to be ready every night until an opportunity offered. We parted as we had done the night before. They did not suppose we should have any chance that night, as the weather was moderate and fair. At our usual hour we were locked up, and immediately re-commenced our preparations. We thought, perhaps, the sentinels might be more careless early in the evening, that is to say, before 8, which was the usual time to set the night watch and give the necessary orders.

"We were now all ready—Our door was opened, and we could see the sentinel, whom we had most to fear, walk up and down before our windows. His box was in front of the door, in the yard through which we had to go; but as our guards lived underneath our apartments, we thought, he would take any body's moving about so early, for one of them; and it was unusual to challenge any one before 8 o'clock.

"At about 7, the fellow entered his box. I instantly descended the stairs that led into the yard—It was just dusk; and I was to take six minutes on the forlorn hope, as it might justly be termed, to fix our rope to a palisade and to descend the first rampart, before Mr. Hewson followed, who was next on the list. I passed the sentinel quite close, and could see him leaning over his musket. He never moved, though I met his eye, probably taking me for one of the guards; and I arrived providentially,

at the spot fixed upon to make fast the rope, which I very soon accomplished, and was just in the act of descending, when my friend Hewson arrived. In a few minutes, to my inexpressible satisfaction, all four were at the bottom of the first wall. Our principal object being now accomplished, we felicitated each other. We had two walls yet to descend; the heights I have already mentioned in a former page. We all clapped on to the rope, in order to break off as much of it as would enable us to descend the other ramparts; it soon gave way to our weight, and left us an abundance. We then made it fast to one of the upper stones of the embrasure, and again descended,—then clapped on again, and broke enough to go down the third rampart. We had taken the precaution of providing two long boot-hooks to stick in the wall, to make our rope fast to, in case we had no other means; and these we found of the greatest service in descending the last rampart, as there was nothing whatever besides that we could fasten it to. Having now descended three walls, we had only to pass the outside sentinels, who were few, and which we fortunately succeeded in doing; after descending the third wall, we remained in a large fosse or ditch, and had to watch the turn of a sentinel whom we observed walking just above us.—As soon as his back was turned we rolled on our sides down the glacis. In a short time, we were on the high road to Strasbourg; on which we continued, running as fast as we could for nearly half an hour. We then halted to put on our shoes, which we had hung round our necks; and also to take a last view of the 'mansion of tears *.' We returned our thanks to God, and shook hands with each other, replete with joy at this miraculous escape. Each took a little spirits out of a cantine procured for the journey; and which, from experience, I knew was necessary to preserve health when lying in the woods, dripping wet, in the day time. The transactions of the last hour actually appeared to me like a dream. I wished only that our three sick comrades who were in the room, had been with us; but we had left our door locked, and the window open, to deceive the commandant and save our friends.—I could hardly suppose I was again free and my own master. I frequently stared at my companions, and said to myself, 'my God! is it then possible, that we are clear of the tyrants, and are delivered from abject slavery?' I now addressed them, and observed how much it behoved us to proceed cautiously. It was Messrs. Hewson's and Barklimore's second attempt, Mr. Battley's first, but my fourth. I, consequently, had most reason to be on my guard; and, of course, became the leader. I, therefore, candidly observed, that I should run no risks that could by any means be avoided; the moment they should attempt any thing that I deemed rash or imprudent, I would quit them. They expressed the utmost satisfaction at my observations, and ardently desired to conform to them. We unanimously directed our course (by the stars)

* A name given to Bitche by the prisoners.

due east, which would take us directly to the Rhine, and a considerable distance to the northward of Strasbourg."

On this occasion, Mr. O'Brien and his companions succeeded in crossing the Rhine close to Dourlach, having in the night of Sept. 19th, providentially found a boat made fast to some wood, with which they supposed she was to have been loaded at day-light. Up to this period they had never once approached the abode of any human being. On the 20th, they passed Rastat, four miles north of Baden, and dined at a small village, where Mr. Battley was obliged to remain behind until he could recover the use of his limbs, which had now entirely failed him. The others then proceeded past Offenburgh and Gibenbach; through Hornberg, the Black Forest, Kriemshieldach, and Tutlingen; across the rivers Andalspach, Iler, Wardach, Lech, Amper, and Inn; over a branch of the lake of Kempzee; and past the last Bavarian barrier, into the Austrian dominions, where they arrived, after an anxious and most harassing journey, Oct. 17, 1808. Their subsequent adventures are thus related by Mr. O'Brien:

"We were now, as one might say, between the frontiers of two nations; one would not allow us to advance without the proper documents, and the other, if we remained a moment, would pursue and arrest us for having passed theirs without shewing them what entitled us to do so. Well knowing which power we had to apprehend most, I proposed to endeavour to avoid the Austrian officer, and to get into their territory as soon as possible. We accordingly chose a pathway that led into a wood, on the side of an immense mountain, expecting to be followed instantly by the Austrian guard; but also calculating in being too far in their dominions, for any one to return us to the Bavarians. I need not say that we advanced very briskly, until we got into the wood, quite out of breath, tolerably sure that we were now in Austria, and astonished that we were not pursued. After stopping some little time to breathe, we again proceeded. It was impossible to cross the mountains, they were quite inaccessible. We therefore kept the wood as long as it lay in the direction that suited us; and, in a short time, we saw the high road, and found we were about a mile within the Imperial barrier. This was an inexpressible consolation.

"We proceeded with confidence to the road; when, just as we had stepped on it, four men sprang up from behind a rock where they had lain

concealed, and presented their pieces at us. The headmost of them took his hat off, and asked us for our papers. I shewed him an old pocket book, pretending to look for mine: the man said, we must accompany him to his officer, for he himself was no judge, and pointed towards the Austrian turnpike. 'With a great deal of pleasure,' we replied, and asked if we were not in 'the Emperor's dominions?' he answered, 'Yes.'—We accompanied these soldiers to their officer, who was a young man, and spoke no other language than the German. However, we comprehended perfectly that he was displeased at our attempting to elude him and the guard. He examined us; and we made him understand as well as we possibly could, 'That we were American seamen, who had escaped from the Danes at Altona, and were making the best of our way to Trieste, where we expected to procure a passage to our native country.' He desired one of his soldiers to go, and inform the Bavarian at the next barrier, that he wanted him. This circumstance occasioned me much uneasiness. I endeavoured to learn from him, if he intended to send us to Salzburgh. He said we should be conveyed there immediately. We were much pleased at this, as we dreaded being given up to the man at the next barrier; who now had arrived, and was astonished, when the officer observed that he had let us pass without examining or interrogating us. My *friend* the Bavarian was excessively nettled at the information.

"Our escort for Salzburgh being appointed, we proceeded once more in bondage. Every thing now depended upon the disposition of the Austrians with respect to America and England. We resolved to persevere in our American tale, unless we had some great inducement for acting otherwise. At about 2, we arrived at Salzburgh, and were instantly conducted to the town house. We were interrogated by the director of police, a very civil gentleman, who spoke several languages fluently. He asked us in French, what countrymen we were? We would not understand him. He then asked the same in Italian and German? we were equally ignorant. At last he asked us in English; we then perfectly understood him, and answered, 'Americans.' 'How have you contrived', said he, 'to enter the Emperor of Austria's territories without regular passports? You will be considered as spies.'—'We belonged,' said I, 'to an American ship taken by the Danes, in consequence of being boarded by two English frigates in the British channel, on her passage up the Baltic. Our names are Manuel, chief mate; Henderson, surgeon; and Lincoln, myself, a passenger.

"The director requested we would each make out a regular declaration, who and what we were; and bring it him the next morning—he should send us to a tavern for the night, and requested we would not stir from it without his permission. He expressed also his astonishment at our having crossed the continent, without being able to speak any other language than the English; and added, '*That if we were even Englishmen, we had nothing to fear from the Austrian government.*' My God! I never

felt more happy than at hearing these words—how they soothed my mind! —I, however, feigned not to comprehend him perfectly, that my ears might again hear them. He repeated the same expressions; which caused me so much emotion, being confident that a man in his station would not tell an untruth, that I was actually on the point of declaring what we were. However, I governed myself and restrained my desire to relate the truth, although I am at a loss to explain how I was able to do so; and turning to my companions, I observed, that we had better proceed to the tavern, as we were very much fatigued. The director ordered a sergeant to shew us the way. We took a cordial leave of this worthy old man, and followed our guide. So delighted were we with the last news, which I still heard re-echo in my ears, that we had arrived at the tavern, which was at a considerable distance from the town house, before we thought we had advanced a hundred steps towards it. Here we were received as American gentlemen, and had an excellent supper and good beds; we felt superlatively happy. What a vast difference between our present situation, and that in the morning when between the two barriers!

"The next morning, we rose early, and endeavoured to adjust ourselves as well as we could, at least as well as our tattered garments would admit of; so procured a shift of linen, and prepared to wait on the director. We agreed to continue the American story, until we could be well assured of the disposition of the Austrian government. For my own part I would not have hesitated a moment to tell the whole truth, so fervently did I rely on this gentleman's veracity; but the others were more cautious, for which I commended them. At ten, we visited the director; who again expressed great astonishment at our travelling with such success so great a distance, and wondered that we had nothing whatever to certify that we were Americans. Mr. *Manuel* (Hewson) was at the same time writing his declaration. The old gentleman again observed to me, that there were frequently Englishmen passing through Salzburgh, who had escaped from France, and who always found an asylum in Austria. I paid very great attention to this conversation. The chief mate had now finished his declaration; and Mr. *Lincoln, passenger,* was to begin next.—I really could not bring myself to begin so false a declaration, especially as it appeared that we ran no risk in declaring ourselves; and I therefore again pointed out the consequences that such a step might occasion, with the certainty of being found out, as no doubt the court of Vienna would make every necessary enquiry through their consul at Altona, before they would pay any credit to our statement: the result of which would of course be detrimental to us, as we should be found impostors, and perhaps not be believed when we declared what we were in reality. They all agreed that my remarks were just; and I was requested by them, to take the old gentleman aside and make him acquainted with the whole circumstance. I accordingly did so, and proved to him by a certificate which I kept always sewed up in my clothes, that we were British officers. He said, it had appeared to him

at first sight, that we were English prisoners of war, escaping from the French. I related the whole of our history. He regretted much, that he could not instantly grant us passports, since it was necessary to acquaint the government at Vienna, and have their sanction. But we should have an answer in fifteen days at most; and he jocosely added, '*You have been five years nearly in France, so you cannot have any objection to remain amongst us for a few days.*' He was excessively kind; and I could not avoid observing, that our finances were greatly reduced—upon which, he very handsomely removed the difficulty, by saying, that the government would allow us a certain sum per day, agreeable to our rank, &c. whilst we were detained by them. We all felt very sensible of his goodness, and returned him our warmest thanks. He requested we would make ourselves as comfortable as possible, and keep at our tavern, until we heard from him. We took our leave, and returned to the inn. Mr. Hewson wrote the same evening to a Mr. Concannon, in Vienna, to assist in forwarding our wishes there. The director sent daily to know, *how the American gentlemen did?* We sometimes stole out in the dusk of the evening, to reconnoitre and survey the town, and we had fixed on a part to get out at, in case of receiving unfavourable news.

"It was on the eleventh morning, before we were out of bed, that a police officer rapped at our door, and informed us that the director wished to see one of us. Hewson dressed himself and waited on him. During our friend's absence, the doctor and myself were in a most perplexed state. Hope and fear alternately took possession of us. It was impossible to have had an answer from Vienna in so short a time. I dreaded lest the French or Bavarian governments should have demanded us; yet still I concealed my fears from my companion, who was again very ill with a fever and ague.—Hewson shortly returned, and dissipated all these apprehensions, although he endeavoured to suppress his joy on the occasion. He had composed his countenance, and entered the bed chamber very grave and pensive, informing us, he was fearful we should again be sent back to France. We were not so ignorant of physiognomy, as not to be able to discern that he had no such apprehension; but had, on the contrary, received some joyful intelligence. He then congratulated us upon being once more freemen, and informed us, that the director had received an order from the Austrian government, to grant us passports to proceed where we pleased; and that we might quit the town that day if we wished. Good God! what intelligence to people who had been nearly five years in slavery! We sprang out of bed, fell on our knees, and greeted each other as free people. It is impossible to describe our joy and happiness at that moment. We instantly agreed to wait upon our old and worthy friend, the director, and shew him how grateful we were for his attention and kindness. He received us in the most handsome manner, and appeared as much elated as if he had been in our situation. He wished to know how we meant to travel to Trieste? We answered on foot, as our finances were low; though we dreaded

the doctor's incapacity, on account of his late indisposition: His last fit having been so severe, that he was under the necessity of employing medical assistance; and had been bled and blistered several times, but he was then somewhat better, though weak.

"Our passport for Trieste was at this time making out, and in half an hour we were to return for it. In the mean time we went back to the tavern to make the necessary preparations, and get some breakfast. It was a luxurious meal. The moment we entered, the landlord presented us with an answer to Mr. Hewson's letter from his friend at Vienna; and what joyful news did we receive in that letter! It informed us of the success that had attended our application at that city, with respect to our passport, and contained an order on his banker at Salzburgh, to supply us with what money we might deem necessary to defray our expences, and enable us to travel with ease and comfort—a mode of conveyance that we had hitherto been strangers to. Providence appeared too bountiful. We waited on the banker, got the sum necessary, and called on the director, to give him the intelligence. He appeared much pleased, congratulated us on our success, and ordered our passport to be made out to go by the diligence. This proved very fortunate for our sick companion, who feared much we should have been separated had we been obliged to walk.

"The wished-for morning at length arrived; we took a grateful leave of the director, and placed ourselves in the diligence. The first night we had a most intricate and difficult road to pass, through immense mountains covered with snow. Nothing particular occurred. The conductor of the vehicle was inclined to be insolent, and assisted the innkeepers to extort from us; however, at the fourth stage we fortunately got clear of him, and were placed in a waggon that took us to Villach, and thence to Clagenfurt, the capital of Carinthia. There we were apprised that we had better perform the next day's journey on foot, as the mountains were so excessively high, that if even we had a carriage we should be obliged to walk the greater part of the way. Next morning (Sunday, 30th Oct.) we rose at day-break, and commenced our journey. We walked twelve leagues before 7 P. M., six of them ascending almost perpendicularly, and the rest descending in the opposite direction. After undergoing a strict inspection at a small post town, we took carriage for Laubach, the capital of Carniola, and travelled all night. On the 31st we departed thence for Trieste, where we arrived on the 4th Nov. 1808.

"I need not dwell on the pleasure we felt this morning at beholding the gulf of Trieste, and the ships and vessels lying in the harbour; among which was a Russian squadron, consisting of four sail of the line, one frigate, and a store-ship. We also discovered a ship at anchor, some leagues out, which we were informed, was his Britannic Majesty's frigate, l'Unité, Captain (Patrick) Campbell, who, they said, blockaded that port. This was the most welcome news imaginable. We were now certain of being able to get entirely away from the clutches of tyranny and oppression.

"We waited on the director of police, who received us with great politeness, and had us conducted to the first tavern in the town; requesting that we would still say we were Americans. A borea, or N. E. wind, which in the Adriatic is most violent, was then setting in: he assured us, it would be impossible to get embarked until the gale abated, but that he would render us every assistance in due time; we took our leave, greatly rejoiced at this reception, and proceeded to the inn; thence we went and waited on the American consul. He received us civilly, and informed us, there was a gentleman named Donolan (who was formerly the English vice-consul) then in town. We waited on this gentleman, and he proved, in every sense of the word, a real friend; he engaged to get us embarked, supplied us with cash, and offered us to remain at his house if we wished; his wife was equally polite and attentive. The inclemency of the weather was the only thing at this moment that prevented our happiness being complete.

"We returned to the tavern, and passed our moments as comfortably as possible; dined at the *table d'hote*, with the officers of the Russian squadron, who at first supposed we actually were Americans; but afterwards, from a number of insinuations thrown out by them, and the marked attention they paid us, I am confident they discovered what we were.

"Notwithstanding the severity of the weather, Mr. Hewson and myself used to walk out to an adjacent height, to contemplate the ocean, and to see our frigate, that lay violently tossed and agitated on that boisterous element. Not another British vessel was to be seen; and the idea of this single ship blockading, as the inhabitants termed it, so superior a force, increased our admiration. It was highly flattering to us to feel at that moment, that we belonged to so superior a country, and to that service which ruled so triumphantly, feared and admired by the whole world.

"On Monday night (November 7th), the weather became moderate. The frigate got under weigh, and I feared she might, perhaps, be quitting the station. We waited instantly on our friend Donolan, who assured us we should be embarked that night, and he kept his promise. Every matter was arranged, the boat, &c. in readiness; and at about half-past eight we embarked, and were in a very short time clear of the harbour.

"Our crew kept rowing towards the point they expected to find the frigate in; but to our mortification we were disappointed. They then agreed to get close in on the coast of Istria, until the moon rose, and to come to a grapnel, which was executed. The moon being up, we weighed and rowed out again, in the hope of discovering the frigate; but with no better success. I protest I thought she had gone off the station, and felt very unhappy, but did not disclose my ideas to my companions, lest I should make them also miserable. In this kind of manner we kept rowing in different directions until day-break, when we discovered a boat pulling right down for us. We concealed ourselves in the bottom of our little bark; imagining it might be a boat sent

after us by one of the Russian ships; and thinking that their officers' attention to us, had been to enable them the better to discover the time of our departure from Trieste. I must here remark, that I have been since frequently sorry I ever harboured so bad an opinion of them, they behaved so very kind. The boat ran alongside of us, and asked in English what we were. I sprang up at hearing the voice, and with inexpressible joy saw, that it was a ship of war's yawl. I answered that we were three British subjects, who had escaped from a French prison. Having been informed it was the Amphion's boat, I assured the officer we should be very happy to quit our present one, and take a passage with him to the frigate. He replied, 'The ship is at present at a considerable distance off, I shall not return until 8 o'clock.' I answered, that was of little consequence, two of us belonged to the navy, and we would willingly take a cruise along the coast with him, if he had no objection. He agreed; so we paid our people, dismissed them, and had the happiness of being once more under our proper colours, and on our own element.

"Upon turning round and looking at the officer who commanded the boat, I immediately recognized Lieutenant (George Matthew) Jones, who had belonged to the Amphion when I had the honor of serving as midshipman on board her. I made myself known to him, and he had the goodness to say, that he felt very happy, in being the fortunate person that had picked us up. I was astonished at finding the Amphion, instead of l'Unité, which we had been informed was the frigate lying at anchor during the gale off Trieste. But Lieutenant Jones cleared the point up, by informing us, that they only arrived that night. L'Unité had stood lower down the gulf.

"*Nov. 8th*, 1808. This day I shall never forget. We felt in perfect security, and were amusing ourselves relating some particulars respecting our escape, &c. until nearly 8 o'clock, when we discovered two sail under Capo d'Istria. We supposed them to be enemy's merchant vessels stealing along shore. Lieutenant Jones made instantly towards them. We soon perceived one was full of men, pulling in shore from the other; it had the appearance of a row-boat, the other was larger and rigged like a trabacolo, under Venetian colours. We imagined that the major part of the crew had abandoned the latter, and were endeavouring to get on shore. Fired several muskets to bring them to, which the trabacolo returned with a four or six-pounder at intervals. Our gallant officer did not hesitate a moment, but rowed directly towards her. We could not discover many men upon her decks; but those that were there, kept up a smart fire, until we got close alongside, when upwards of twenty shewed themselves, and fired a volley of muskets and musketoons, which killed our bowman and another, and wounded three, one of whom died the next day. Lieutenant Jones and myself were also wounded. The conflict was severe. The other vessel seeing how much we were inferior in strength, and observing the loss we had sustained, made towards the trabacolo, with

twenty-two men. We had no alternative, but were under the necessity of sheering off, and it was only to their cowardly and dastardly conduct, that we remained indebted for not being again made prisoners. The frigate was out of sight, and the confused state of our little crew, two killed and five wounded, would have rendered us no difficult conquest to so superior a force, had they but persevered.

"Lieutenant Jones never made the slightest complaint, nor did he let any one know he was wounded, until we were well clear of them, although it proved to be a most painful and dangerous wound which he had received; he had also several musket balls through the crown of his hat. My wound was from a musketoon shot through the right arm, which entirely disabled it then; nor do I ever expect it will recover its former strength.

"At about half-past noon, we got alongside my good old ship. Captain Hoste, although a stranger to us, behaved like a parent; his very great humanity will never be erased from my mind. The other two lieutenants, William Bennett and C. G. R. Phillott, had been on board the Amphion also, in my time; consequently I felt quite at home amongst my friends: the whole of the officers vied with one another in paying us attention, and afforded us every succour that could be expected by people in our destitute situation from their generous countrymen.

"Sixteen days had elapsed, most of which time I was confined to my bed, when H. M. brig Spider, Lieutenant (William Sanford) Oliver, commander, arrived from Malta, with despatches, and to return immediately. We solicited Captain Hoste's permission to take a passage in her, which he readily granted, giving us a letter of introduction and recommendation to Sir Alexander Ball, the port-admiral and governor, who ordered Dr. Barklimore a passage to England, and advised Mr. Hewson and myself to join the fleet off Toulon with all possible expedition."*

Off Corfu, the Spider captured a French bombard, laden with great coats and wool, and she was not released from quarantine until the arrival of the Amphion at Malta, with Mr. Battley on board, whom that frigate had picked up off Trieste, a few days after the departure of his late companions. On joining Lord Collingwood's flag-ship, Messrs. O'Brien and Hewson had the gratification of seeing five more of their fellow sufferers, who had fled from Bitche in consequence of letters they had written at Trieste, pointing out the best course for them to pursue. Among these were Messrs. Tuthill and Brine.

* Mr. Barklimore is now in practice as a surgeon, &c. at No. 10, Charlotte Street, Bloomsbury, London.

On the 29th Mar. 1809, Lord Collingwood appointed Mr. O'Brien lieutenant of the Warrior 74, Captain John William Spranger, in which ship he assisted at the capture of the islands of Ischia and Procida, Zante, Cephalonia, &c. &c. &c., in June and October following *.

On the 2nd Mar. 1810, he joined the Amphion, as junior lieutenant of that frigate; and shortly afterwards bore a part in a gallant exploit, the result of which was the surrender of the garrison of Grao, in the Friule, and the capture and destruction of about 35 vessels, chiefly laden with steel, iron, and merchandize †.

Lieutenant O'Brien was second of the Amphion at the brilliant battle near Lissa, Mar. 13, 1811 ‡; and after that event we find him conducting la Bellona, one of the captured French frigates, to Malta. His next appointment was, Nov. 16th in the same year, to be first of the Bacchante 38, on that day launched at Deptford.

The Bacchante sailed from Spithead, for Cadiz and the Mediterranean, June 2nd, 1812; captured la Victoire French privateer, near Palermo, July 26th, and arrived at Lissa on the 10th of the ensuing month. Three weeks afterwards, Lieutenant O'Brien conducted a dashing enterprise, which was thus officially reported to the senior officer in the Adriatic:

"*H. M. S. Bacchante, off Rovigno, Sept.* 1, 1812.

"Sir,—Having received information that seven vessels were laden with ship timber for the Venetian government, at Port Lema, on the coast of Istria, I yesterday evening detached the boats of this ship, under the direction of Lieutenant O'Brien, to bring them out, which I am happy to say he completely effected, though they were lying under the protection of a French xebec and two gun-boats.

"Lieutenant O'Brien received information of this unexpected force of the enemy from two merchant vessels he captured at the entrance of the port, and who stated their force to be very superior to his own; notwithstanding which he proceeded to the attack, and very gallantly carried them by boarding, as well as the timber vessels. At day-light, I had the pleasure of seeing the whole coming towards the ship.

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* See Supplement, Part I. p. 89 *et seq.* and Vol. I. Part II. p. 719.

† See Commander WILLIAM SLAUGHTER.

‡ See Vol. II. Part I. p. 472 *et seq.*

"I am happy to say this service has been executed without any loss on our part, which I consider as chiefly owing to the arrangements of Lieutenant O'Brien, the gallantry and promptitude with which he led the boats to the attack, and the brave, determined support he received from those under his command. He speaks in high terms of Lieutenant (Francis) Gostling, Lieutenant (William) Haig, R. M. and all the officers and men under his orders, for their gallantry and coolness.

"The enemy's force consisted of la Tisiphone, French national xebec, of one 6-pounder, two 3-pounders, and 28 men; a gun-boat with one 9 pounder, two 3-pounders, and 24 men; and another of one 9-pounder and 20 men; intended for the protection of the trade on the coast of Istria, from Pola to Trieste. I have the honor to be, &c.

(Signed) "W. HOSTE."

"*To Rear-Admiral Freemantle.*"

The next service performed by the Bacchante's boats was reported in a public letter to the same flag-officer, dated Sept. 18, 1812, of which the following is a copy:

"Sir,—I have the honor to inform you, that this morning, at day-break, I discovered an enemy's convoy between Tremite and Vasto, on the coast of Apulia, standing alongshore to the N. W.; calm and baffling winds prevented my closing with them in the ship, and I therefore detached the boats, under the command of Lieutenant O'Brien, to endeavour to intercept them, which, I am happy to say, he completely succeeded in.

"I had an opportunity from the ship of seeing the nature of this service, and the gallantry displayed in the execution of it. The merchantmen, on the approach of the boats, anchored, and hauled themselves aground, leaving eight armed vessels to protect them outside, who took up an excellent position for that purpose. The crews of those aground quitted their vessels, and lined a thick wood astern of them, well adapted for their defence and for bush-fighting, and which completely commanded the coast.

"In this situation they awaited our boats, which were led to the attack by Lieutenant O'Brien with his accustomed gallantry; and I want words, Sir, to convey to you my admiration of the determined manner in which this service was performed. The boats, pushing through a very heavy fire of grape and musketry, carried all before them; boarding and driving the enemy from their vessels in every direction. The marines at the same time landing, forced them from their position in the wood, leaving our brave men in quiet possession of this valuable convoy, consisting of twenty-six vessels, laden chiefly with oil and almonds, from Barri, bound to Venice. I enclose herewith a statement of their armed force.

"Lieutenant O'Brien was most ably seconded by Lieutenant (Silas Thomson) Hood, second of this ship; also by Lieutenant Haig, R. M.,

who lets no opportunity of distinguishing himself escape; and he speaks in the highest terms of the whole of the petty officers and men employed with him. I have the honor to be, &c.

(Signed) "W. HOSTE."

The captured armed vessels consisted of the Andre Roguing, and Vincenzo del Mondo, each mounting one long 12-pounder and three swivels, with a crew of 16 men; the Nicolo Pascolicio, of one 12-pounder and 16 men; and five others (names unknown) of one 12-pounder and 12 men each. In the performance of this very gallant and important service, the British had not a man killed, and only two wounded.

The foregoing letters were published by the Admiralty, Jan. 22, 1813; and on the same day Lieutenant O'Brien was advanced to the rank of commander: he did not hear of his promotion, however, for nearly three months afterwards. On the 13th and 14th Nov. 1812, he assisted in bringing off a large quantity of government oak timber from the beach near Fesano, a small town in the vicinity of Pola, where the enemy had 300 soldiers, but made no effort to prevent its being taken away. Only a very brief extract of the following official letter was ever published in the London Gazette:

"*Bacchante, off Otranto, Jan.* 6, 1813.

"Sir,—I have to inform you, that at day-break this morning, in company with H. M. sloop Weazle, I discovered a division of the enemy's flotilla close to us, steering for the coast of Italy; it was nearly a calm. The enemy, on seeing us, separated; and I detached the boats of this ship, under Lieutenant O'Brien, to attack one division, and directed the Weazle's boats, with one from the Bacchante, to pursue the other, then endeavouring to gain the island of Fano. The Weazle was directed to support her boats, whilst I continued, with what little wind there was, the chase of those my own boats were after; and I have much satisfaction in stating the capture of the whole without the loss of a man. The enemy waited in line to receive the attack; but the judicious disposition of the commanding lieutenant, and his prompt measures for boarding them, occasioned their surrender after a good deal of firing, and a very spirited resistance from the sternmost gun-boat. It is my duty to state the conduct of my first lieutenant, O'Brien, whose judgment and bravery are highly conspicuous: and it is only a continuation of a variety of boat services which that officer has been engaged in, and which has been invariably crowned with success.

"I beg leave to recommend him to the notice of the commander-in-chief, as a brave deserving officer.

"The officers and men displayed the same eager desire to distinguish themselves which I have had occasion to mention more than once, and are deserving of praise for their exemplary conduct; Captain Black assures me, that the conduct of the officers and men employed in the Weazle's boats was equally meritorious.

"The Weazle joined me in the evening with the two gun-boats she had been sent in pursuit of; and a circumstance occurred in the capture of them, which will, I trust, recommend the midshipman to the notice of the commander in chief. Notwithstanding the exertions of the Weazle, the boats were enabled to close with the enemy before her, and the then leading boat, commanded by Mr. Webb, of the Bacchante, got up with the sternmost, who received him very warmly: he, however, boarded and carried her. She mounted one 14-pounder in the bow, one 6-pounder in the stern, and had forty men actually on board. He left her to be taken possession of by the boats that were coming up, and pushed on after the headmost, which he boarded and carried in the same gallant manner. This one had a 9-pounder in the bow, a 6-pounder in the stern, and 32 men actually on board. Mr. Webb's boat mounted a 3-pounder in the bow, and he had 18 men only with him. He has passed his examination as lieutenant, has been two years acting lieutenant, and is a very promising meritorious young man.

"The enemy had quitted Corfu the evening before, and were bound to Otranto to convey money for the payment of the troops on that island. They are very fine vessels, and sail remarkably fast. Their guns are fitted so as to turn on a pivot, and may be fired in any direction without altering the course, which enabled them to keep up a very smart fire, as our boats approached. As it is the only force of this description the enemy have at Corfu, the capture of them will be of considerable annoyance to the island. The enemy had two men severely wounded. I am happy to say, we had no casualty whatever. I have the honor to be, &c.

(Signed) "W. Hoste."

"*To Rear-Admiral Freemantle.*".

The Corfu flotilla consisted of l'Arrogante, la Diligente, and l'Indomptable, each mounting two guns (long 14 and 6-pounders), rowing 30 sweeps, and manned with from 36 to 40 men; la Salamine, of two guns (9 and 6-pounders), 30 sweeps, and 32 men; and la Calypso, of one long 12-pounder, 28 sweeps, and 30 men. Three of them were commanded by enseignes de vaisseaux, the others by aspirants. The following officers and midshipmen were employed in the boats of the Bacchante and her consort on this occasion:

Lieutenants Hood and Gostling *; Lieutenant Haig, R. M.; Messrs.

* The latter afterwards killed near Manfredonia—see *Nav. Chron.* xxxi, 512.

George Eyre Powell, Edward Webb, Hon. Henry John Rous, Hon. William Waldegrave, James M'Kean, James Leonard Few *, Thomas Edward Hoste, and Edward O. Pocock †; Lieutenant Thomas Whaley, of the Weazle ‡; and Mr. James Steuart, ditto §.

The following is a copy of the last night-order issued by Captain Hoste, while Commander O'Brien was doing the duty of first lieutenant:

"*H. M. S. Bacchante, Malta, April 20th*, 1813.

"Turn the hands up at day-light, let the decks be swept and swabbed, the hammocks stowed under the half-deck, the boats to go for bread, and every thing be ready for unmooring after breakfast.—Painting the quarter-deck or fore-castle out of the question, as the ship will certainly go to sea. As Captain O'Brien will most probably resign the duty of first lieutenant on the ship's going to sea—he having been promoted to the rank of commander—to which his gallant services have so justly entitled him, I beg leave, in this most public way, to express my most sincere thanks for the ready assistance and cordial co-operation for the benefit of the service which he has at all times afforded me; and though I am sure I can bear witness that no stimulus is necessary to the exertions of the officers of this ship, yet Lieutenant O'Brien's promotion, as it has been gained entirely by his own exertions, unassisted by interest, holds further to the remaining officers a *striking example* that meritorious service will meet its own reward.

"Lieutenant Hood will take on him the charge of first lieutenant whenever Captain O'Brien gives up the duty.

(Signed) "Wm. Hoste."

On the 4th May, 1813, the plague broke out at Malta, and Captain O'Brien could find no opportunity of quitting that island until the 29th, when he embarked, and sailed for England, in the Thunder bomb, Captain Watkin Owen Pell. As we have been obliged to pass over many interesting parts of his printed narrative, without any notice whatever, we shall here transcribe two letters, which were addressed to him by Admirals Lord Radstock and Viscount Exmouth, after reading the account of his extraordinary adventures.

"*Shirley Cottage, Croydon, Aug.* 22, 1814.

"My dear Sir,—Your kind letter, and its accompanying valuable present, although dated June the 12th, did not reach my hands until my return from

* Drowned near Zante, when in charge of a prize. † Lost in a captured vessel on the coast of Apulia. ‡ Died in Oct. 1820. § See Suppl. Part III. p. 121.

viewing the fire-works in the Park, August 12th. As my family were then in the country, and I myself was compelled to remain in town upon business, it was not till the other day that we could begin your narrative, as I determined that it should be read by us aloud, well knowing the interest that each individual would take in the adventures and miraculous escapes of our dear William's friend. And now, my dear Sir, how shall I ever find words to express to you the various strong feelings, the anxiety of mind, the successive hopes and fears, which we all experienced during the course of your wonderful flight; and above all, the inexpressible joy and delight we felt at the moment of your obtaining the Austrian pasport! But I will not attempt that which I know to be impossible. Suffice it then to say, that if I before esteemed you for your general character, and the parental kindness which you so long showed to my dear boy, to these feelings must now be added, that admiration of your talents and of that almost unparalleled fortitude of mind which you so nobly displayed in the hour of trial. Your narrative is so artlessly, so naturally related, that I can assure, without the slightest exaggeration, there were moments when I so strongly imagined myself to be one of your party, that I could scarcely venture to stir, or even draw my breath. My wife and daughters experienced nearly similar feelings, and we all regretted that such courage and talents should have been employed during so long and cruel a captivity, instead of having been exerted against the enemies of your country, the foes of mankind. I hope and trust that you have sent a copy of your narrative, not only to every lord of the admiralty, and the *two secretaries*, but to all the leading members of the cabinet; and then, a well directed and well backed memorial cannot, I should apprehend, fail of obtaining for you that promotion which your merits so richly deserve. Lady R. and my daughters unite in best wishes for all that can contribute to the happiness of a man of Captain O'Brien's worth. Yours most truly and sincerely. (Signed) "RADSTOCK."

"*London, 14th May*, 1825.

"My dear Sir,—I found on my table, on my return home, your kind note and your narrative. I feel very much obliged to you for both, but particularly for the latter, which I shall preserve well bound, that my grand-children may read and admire your manly and unconquerable spirit, your indefatigable zeal and perseverance, giving a noble example to their young minds of what a British officer can do for the honor of his country and his own. Accept my sincere and cordial thanks, and believe me, my very sincere good wishes will ever attend you. I have the honor to be, my dear sir, most faithfully and much yours,

(Signed) "EXMOUTH."

As Captain O'Brien was made commander for services performed antecedent to the capture of the Corfu flotilla, he

naturally indulged the hope that that exploit would have procured him immediate employment. He remained on half pay, however, until Aug. 1818, when he received an appointment to the Slaney ship-sloop, of 20 guns, fitting at Plymouth for the South American station.

After visiting Madeira, Rio Janeiro, and Buenos Ayres, Captain O'Brien proceeded round Cape Horn, and was placed, by Commodore Bowles, under the orders of Captain William Henry Shirreff, then at Valparaiso, and employed as senior officer in the Pacific. The numerous and complicated duties which of necessity devolved upon him, in common with other officers commanding ships of war at the different ports in South America, have been described in our memoirs of Sir Thomas M. Hardy and Captain Basil Hall; and the following copies of letters addressed to Captain O'Brien will serve in some degree as an illustration of part of them. The first, second, and third, allude to circumstances which occurred through an attempt made by Lord Cochrane, at the commencement of the blockade of Callao, to take possession of some British merchantmen then under the protection of the Slaney:

"*Lima, 2d October*, 1819.

"Dear Sir,—I assure you it is with sentiments of the greatest respect and admiration, that I take up my pen to return you thanks for the zeal and resolution you displayed on the 29th ultimo, in so happily preserving from a ruinous detention, my own, and other British property, in defiance of such a powerful force as was opposed to you; and I hope you will accept these my most grateful acknowledgments, as a small testimony of the sentiments I cherish towards you, for the protection so happily afforded to my property; and am, dear Sir, with respect, your most obedient and humble servant,

(Signed) "Thomas Guthrie, commander of the Indian Oak, extra East Indiaman."

"*Lima, 28th October*, 1819.

"Sir,—From the kind attention with which you have been pleased to view our interests, and the exertions you have made to forward our views, we cannot commence this letter but by assuring you of our gratitude for the protection we have received, and the advantages we have obtained, since this port has been favored by your presence; nor should we thus have intruded ourselves upon you, did not the exigency of the case urge us to make this appeal to your goodness; and we trust that a continuance

of your consideration will induce you to favor us with the grant of our request.

"You having pleased to notify to us, that to-morrow is the day appointed for the sailing of H. M. ship under your command, we beg leave to represent to you, that the conflicting circumstances which have occurred since your arrival have prevented us from conducting our affairs to that termination which we had hoped for, that your sailing to-morrow would leave us in a state of great incertitude with regard to our present situation, and future plans; and that, as the British merchants in Chili, as well as ourselves, will be greatly benefited by your protracting for a few days your departure hence, you will, by thus favoring us, be producing a great benefit to British commerce. We therefore earnestly request you, as the protector of British commerce and interests, to favor us with the advantage of your influential presence for a few days longer than the period fixed on for your intended departure; assuring you, that nothing could induce us to make this request, but the conviction of the very important effects which will result from your determination, the distressed situation in which we shall be left by your speedy departure, and the important benefits which will be the consequence of your acceding to our request. We have the honor to subscribe ourselves, with the utmost respect, &c.

(Signed) "JOH. GEO. HEIM,
"GEO. A. WADDINGTON."

In reply to the above, Captain O'Brien informed Messrs. Heim and Waddington, that the Viceroy of Peru had made an official application to the same effect as their own, and that he had been induced thereby to suspend the sailing of the Slaney for some days.

"*Ship Merope, at Sea, 8th Nov.* 1819.

"My dear Sir,—Allow me to sincerely thank you in the name of Messrs. Mackintosh and Co., in whose employ I am, for the very great assistance and benefit you have rendered them in protecting and expediting the returns of a large amount of their property to be conveyed to Calcutta in the Merope, under my command. I doubt not they will find means to convey to you the sense they feel of the obligation they are under, as soon as the same is made known to them. In the mean time, I beg to give you my own particular thanks, and, wishing you a happy voyage, remain, my dear Sir, yours ever sincerely,

(Signed) "JOHN LIHOU."

The returns spoken of by Mr. Lihou were shipped on board the Slaney, at Callao, and not transferred to the Merope until after Captain O'Brien had escorted her clear of every danger.

The next service performed by this officer was that of obtaining the liberation of the English merchant brig Nightingale, which had been detained by the Viceroy of Peru on suspicion of smuggling British manufactures into that country. Two different log books having been found on board that vessel, tended to confirm the false assertions of one of her crew, who had deserted to a Spanish frigate, and greatly increased the difficulty of saving her from condemnation. Captain O'Brien's exertions were thus gratefully acknowledged:

"*Brig Nightingale, Callao, 12th April,* 1820.

"My dear Sir,—So we are free! I suppose you think that the good news has almost turned my head. I have had a letter from Mr. * * * *, who writes in great spirits, which of course shine upon me. They have been all this morning to what they call a *ratification* of the declarations. I don't know whether they have finished on board the St. Sebastian yet or not, but I have no doubt now but all will go well. I am perfectly unable to express to you how very much I am indebted for your many kindnesses, and must wait until I can make my bow to you: I expect they will still detain us a day or two yet. I have already written three times for permission to communicate with the captains of the British ships of war, but as yet without success. Believe me, my dear Sir, very respectfully and sincerely yours, (Signed) "J. MACNAB."

When about to return to the eastern coast of South America, Captain O'Brien received the following from the Director of the republic of Chili.

"*Valparaiso, 25th June,* 1820.

"My dear Sir,—With the most unfeigned regret have I heard of your indisposition, and the more so as I fear the press of public business which at present occupies the whole of my time, will not allow me the pleasure of seeing you previous to your departure.

"Accept the assurances of my sincere friendship as an individual, and, as a public magistrate, the expressions of the high sense I entertain of the uprightness, integrity, and gentlemanly conduct which have characterized you during your residence with us. I had hoped you would have remained a longer time in Chili; but a soldier myself, I well know the calls of duty are imperious, and paramount to every feeling of private friendship. I shall feel highly gratified to hear from you. With best wishes for your speedy recovery, and the prosperity of your voyage, I remain, my dear Sir, your very faithful friend, (Signed) "BERNARDO O'HIGGINS."

Captain O'Brien now returned to the Rio de la Plata, where

his sloop was obliged to be hove down, in consequence of her grounding on a bank near Maldonado. He had previously received a very friendly farewell letter from Commodore Bowles; and the following was there addressed to him by the new commander-in-chief, who afterwards did him the honor to hoist his broad pendant on board the Slaney:

"*H. M. S. Creole, off Buenos Ayres, 8th Jan.* 1821.

"Sir,—Having witnessed the exertions of yourself, officers and ship's company, and others employed in preparing H. M. sloop under your command for sea, when recently heaving down and refitting at Ensenada, I beg you to accept my best thanks, and that you will convey the same, in my name, to the officers and ship's company of the Slaney, and to those belonging to other ships, serving under your orders, for the laudable zeal and exemplary conduct manifested on this occasion. I have the honor to be, &c.

(Signed) "T. M. HARDY, Commodore."

Captain O'Brien was senior officer in the Rio de la Plata, at the period when the government of Buenos Ayres made an attempt to compel all the British merchants, &c. residing there, to organise themselves for the purpose of taking arms against the neighbouring provinces, so as to identify them with the natives; the result of which measure would have been the sacrifice of property to a very great amount. This design, however, Captain O'Brien fortunately succeeded in defeating; and he ultimately obtained, from the existing authorities of that distracted republic, an official document exempting every British resident from being drawn for military service, or in any way required to act hostilely against its recently declared enemies. It is necessary to observe, that this great point was not gained until after a most painful and persevering correspondence, many discussions upon the laws of nations, &c. &c., nor until it had been officially intimated to the said authorities that all our fellow subjects would be driven to the necessity of quitting the country. Captain Adam Mackenzie, then commanding the Superb 78, and entrusted with the direction of the naval force on the eastern coast of South America, addressed a letter to the Admiralty, dated April 30th, 1821, and in mentioning Buenos Ayres, observed, that "Captain O'Brien, the senior officer on the spot, had been ordered to avail himself of the many direct opportu-

nities from thence to England, to forward such details as he might think worthy of their Lordships' notice. Through that zealous and intelligent officer," added he, "I doubt not their Lordships have been put in full possession of the passing events in that capital and its neighbourhood as they arose."

Captain O'Brien's correspondence relative to South American affairs is too voluminous to be here inserted. We must therefore content ourselves with observing, that he was advanced to post rank, March 5th, and superseded in the command of the Slaney, Oct. 20th, 1821. He returned home passenger on board the Owen Glendower frigate, in Jan. 1822; and married, June 28th, 1825, Hannah, youngest daughter of the late John Walmsley, of Castle-meer, in Lancashire, Esq. who, as high sheriff of that county, had the honor of proclaiming the accession of his present Majesty; and sister to George Walmsley, Esq., proprietor of Bolesworth Castle, co. Chester.

Agents.—Messrs. Maude and Co.

WILSON BRADDYLL BIGLAND, Esq.

Obtained the rank of lieutenant, March 5th, 1808; and was then appointed to the Aboukir 74, Captain, (now Sir George) Cockburn, who, in an official letter to Sir Richard J. Strachan reporting the operations of the flotilla under his orders, at the attack of Flushing, in Aug. 1809, says:

"I cannot conclude this without mentioning to you Lieutenant Bigland, of the Belleisle, who has invariably attended me as aide-de-camp, and whose courage and zeal fully entitle him to this public acknowledgment thereof."

Mr. Bigland appears to have followed the fortunes of the same distinguished officer until made commander, June 15th, 1814. His post commission bears date, March 6, 1821. He married Jan. 8th, 1822, Emily, second daughter of the late Samuel Leeke, of Havant, co. Hants, Esq. and sister to Captain Henry John Leeke, R. N.

GEORGE CORNISH GAMBIER, Esq.

A son of the late Commissioner Samuel Gambier, R. N. by Jane, youngest daughter of Daniel Mathew, of Felix Hall, co. Essex, Esq., and nephew to Admiral Lord Gambier, G. C. B.

This officer entered the navy June 18th, 1808; and served as midshipman on board the Unicorn and Acasta, frigates, commanded by Captain Alexander Robert Kerr, and employed as cruisers in the bay of Biscay, from Oct. 1809, until Nov. 1811; when he joined the Malta 80, bearing the flag of Rear-admiral Hallowell; in which ship he continued, on the Mediterranean station, during the remainder of the war. He was made lieutenant, March 6th, 1815; appointed to the Orlando 42, Captain John Clavell, Aug. 17th following; removed to the Minden 74, flag-ship of Sir Richard King, in the East Indies, March 12th, 1817; re-appointed to the Orlando, July 4th in the same year, and to the Minden, Feb. 12th, 1818; appointed to the Topaze 46, Captain John Richard Lumley, Sept. 20, 1819; promoted to the command of the Curlew sloop, on the same station, Dec. 7th, 1819; and posted into the Dauntless 24, June 4th, 1821.

Captain Gambier subsequently visited China, New South Wales, New Zealand, the western coast of South America, the Marquesas islands, and Otaheite. In March, 1822, when on his return to India, from the Pacific Ocean, he made an excursion to the south head of Botany Bay, in company with the members of the Philosophical Society of Australia, and assisted at the ceremony of affixing a brazen tablet, with a suitable inscription, against the rock on which Captain Cook and Sir Joseph Banks, "the Columbus and Mæcenas of their time," first landed. He then proceeded through Torres Straits to join his commander-in-chief. The Dauntless was paid off, at Portsmouth, towards the end of 1823.

Captain Gambier has since employed himself in making "noble and generous efforts to improve the morals and condition of our seamen, and to protect their persons and property as soon as they come ashore, from those harpies in London

and other ports, that are always on the look-out to rob and ruin them." It has, indeed, been stated, that, during the last two years, he contributed more than 1000*l.* towards the feeding, clothing, and sheltering of numerous poor fellows, who, either from their own improvidence, their inability to obtain employment, or the villainy of land-sharks, had been reduced to the very extreme of destitution. "A better omen than this, of patriotic feeling, and attachment to the 'wooden walls,' is not often to be met with."*

Agent.—T. Collier, Esq.

JOHN GORE (*a*), Esq.

Was made commander, June 23rd, 1808; appointed to the Doterel of 18 guns, Feb. 13th, 1818; and posted, July 19th, 1821, on which day a general promotion took place in honor of his Majesty's coronation. Of ten commanders made post, the junior had held the former rank upwards of nine years; the senior lieutenant promoted had been a commissioned officer nearly twenty-five years; and the whole of the midshipmen who then obtained advancement passed their examinations prior to December, 1813.

JOHN COOK CARPENTER, Esq.

Obtained the rank of lieutenant in 1794; and conducted a fire-vessel into Aix roads, on the 11th April, 1809, for which service he was made commander immediately after the trial and most honorable acquittal of Lord Gambier, under whom he had then been for some time serving, in the Caledonia. His post commission bears date, July 19th, 1821.

* United Service Journal. No. VI. p. 756 *et seq.*

ROBERT HOCKINGS, Esq.

Received his first commission in 1797; and was promoted to the rank of commander, for conducting a fire-vessel into Aix roads, April 11th, 1809; at which period he was serving as lieutenant of the Caledonia. On the 11th Sept. 1812, being then in the Dominica brig, on the Leeward Islands station, he captured the American privateer schooner Providence, of 12 guns and 60 men. His next appointment was, Dec. 26th, 1820, to the Medina ship-sloop, in which he afforded protection to the European consuls and merchants at Smyrna, during the horrid outrages perpetrated there, in June 1821, the whole of whom would, probably, have fallen victims to the ungovernable fury of the populace, had they not found an asylum on board the shipping in the roads; the ferocious and undisciplined band, after assassinating the Turkish governor, having compelled the Pacha of Cesarea to give them license to do what they chose.

Captain Hockings obtained post rank, July 19th, 1821; about which period he married Magdalena, eldest daughter of the late Gerard Montagu, of Burlington Hall, near Lowestoffe, in Norfolk, Esq.

Agents.—Messrs. Cooke, Halford, and Son.

GEORGE BENNETT ALLEN, Esq.

Entered the navy in Feb. 1793, at the age of thirteen years, and served the whole of his time as midshipman under Captain (afterwards Admiral) James Vashon, in the St. Albans and Pompée.* His first commission bears date, Feb. 9th, 1799.

After serving for six months in the Wasp fire-brig, Mr. Allen was removed to the Apollo frigate, Captain (now Vice-

* See Vol. I. Part I. p. 208. N. B. Admiral Vashon died at Ludlow, in Shropshire, Oct. 20th, 1827, aged 85.

Admiral) Peter Halkett, with whom he proceeded to the Jamaica station, where that ship was very actively and successfully employed until the peace of Amiens, as will be seen by reference to p. 574 of Vol. I. Part II. During the greater part of that time, he appears to have been senior lieutenant.

Early in 1803, Mr. Allen was appointed to the Princess Royal 98, then commanded by his early patron, where he continued until March, 1805; he then joined the Hibernia, a first rate, bearing the flag of Lord Gardner. We also find him senior lieutenant of the latter ship for several months, when Earl St. Vincent commanded the grand fleet, and displayed the union flag at the main. From May 1807, he held the same office under Lords Gardner and Gambier, in the Ville de Paris and Caledonia, until his advancement to the rank of commander, Aug. 18th. 1809.

Captain Allen's subsequent appointments were, June 7th, 1814, to the Scylla brig of 18 guns; and Aug. 22d, 1815, to the Rifleman of similar force, fitting for the Jamaica station; where his health became so much impaired that he was soon compelled to return to England: he accordingly exchanged into the Royalist 18, which vessel he brought home, and paid off towards the end of 1816. This officer's promotion to post rank took place July 19, 1821.

Agent.—Charles Clementson, Esq.

JOHN CODD, Esq.

Was made commander, May 2nd, 1810; appointed to the Calliope brig, of 10 guns, on the North Sea station, Dec. 6th, 1813; to the Trave troop-ship, June 13th, 1815; and advanced to post rank, July 19th, 1821.

Captain Codd married, first, in 1801, Miss Watts, of Newchurch, in the Isle of Wight; and, secondly, Feb. 18, 1818, the only daughter of John Baker, of St. Michael's Mount, co. Cornwall, Esq.

EDWARD LLOYD, Esq.

Fellow of the Royal Society.

This officer entered the navy, in 1798, as midshipman on board the Dictator 64, then in attendance upon his late Majesty, at Weymouth; but afterwards employed in conveying troops to and from Ireland, and bringing Russian soldiers from Revel, to co-operate with the British forces in Holland*. She was subsequently attached to a secret expedition, under Lieutenant-General Sir James Pulteney and Rear-Admiral Sir John Borlase Warren, whom she joined just after the termination of the Ferrol affair, in August 1800†. On the 30th of that month, Mr. Lloyd assisted in towing out from under the batteries of Redondella, in Vigo Bay, where she had been most gallantly boarded and carried by a division of boats, under Lieutenant Henry Burke, of the Renown, la Guipe French ship privateer, of 18 long 9-pounders and 161 men.

We next find the Dictator forming part of the force under Lord Keith, when that officer, in conjunction with Sir Ralph Abercromby, made arrangements for attacking Cadiz, but yielded to the eloquent and manly pleading of the governor, Don Thomas de Morla, in favor of the unfortunate inhabitants, thousands of whom were afflicted with an epidemic disease, which in the extent of its ravages was as fatal as the plague.

After this demonstration before Cadiz, the Dictator, with part of the Coldstream regiment of foot-guards on board, accompanied the grand expedition to Marmorice, in Asia Minor, where, being employed in various duties on shore, Mr. Lloyd was frequently invited to breakfast with the Turkish Aga, on which occasions he took care to have his boat's crew constantly near at hand, and armed with stretchers. He was also entrusted with the command of a boat, at the debarkation in Aboukir bay, March 8th, 1801; when many a fine fellow

* See Vol. I. Part I. note at p. 415. † See Vol. I. Part I. p. 220 *et seq.*

breathed his last while cheering for his country's glory*! Among the slain, on that ever memorable occasion, was his young friend, Ensign Warren, of the above corps, only son of Sir John B. Warren, whose remains he helped to inter, near the beach, under a solitary date tree. Subsequent to the battles of the 13th and 21st March, both of which were witnessed by him†, he commanded an armed djerm on the river Nile, employed in keeping up a communication between Rosetta and the Anglo-Turkish shipping. While on this service, he appears to have had charge of Madame Menou, who was going to join her husband, the French commander-in-chief, then at Alexandria. The operations of the combined flotilla, during the advance upon Grand Cairo, have been described in our memoir of Captain Richard Curry.

Having obtained possession of the Egyptian capital, the attention of the British chiefs was next directed to Alexandria, which place then contained within its walls, and in its harbour, all that remained of the mighty force which had arrived from Toulon, under Napoleon Buonaparte, in the year 1798. The measures adopted, their successful result, and the prominent part borne by the flotilla, to which Mr. Lloyd was constantly attached, will be seen by the following extracts of the official reports:—

Admiral Lord Keith, K. B. to the Secretary of the Admiralty, dated August 27th, 1801.

"My letter, of the 5th instant acquainted you, for the information of their lordships, that the embarkation of General Belliard's corps was carrying into execution with all possible despatch; but, on account of the difficulty of getting forward the immense quantity of baggage that they brought with them from Cairo, the operation was protracted till the 8th. The ships of war, as well as the transports, however, were directed to proceed in divisions, carrying with them between 13,000 and 14,000 individuals of all descriptions.

"The army from Cairo moved on forthwith to the camp before Alexandria; and Lieutenant-General Hutchinson resolved on transporting by the lake Mareotis, to the westward of Alexandria, a corps of about 5,000

* See *id.* note † at p. 259 *et seq.* and * at p. 313.

† See Vol. II. Part II. p. 852 *et seq.* and *id.* Part I. p. 385 *et seq.*

men, under the orders of Major-General Coote, to divide the enemy's force and attention, to invest the town closely on that side, and to cut off all farther hope of reinforcement or supplies by land. On the 12th, I proceeded to examine the enemy's position on the side of the lake, and the strength of the flotilla that they had assembled there; and having ascertained that their armed force could be easily subdued, and that a debarkation could be effected with little or no difficulty, the General determined to carry the measure into immediate effect. To secure the landing from interruption, Captain Stevenson, who is continued in command of the flotilla, was forthwith directed to take a station in front of the gun-boats which the enemy had assembled on the lake, and drawn up in a line under the protection of batteries erected for their defence, to keep them in check till they could be seized or destroyed. On the evening of the 16th, the boats of the ships of war and transports were assembled in the Mareotis, with as many djerms as could be collected from the Nile, for the purpose of receiving the troops, who were embarked in the night, and landed with little or no opposition the next morning, under the superintendence of Captain Elphinstone: the enemy seeing no prospect left of saving their armed boats, set fire to them, and they all blew up in the course of this and the following day, except two or three which have fallen into our hands. In the night of the 17th, Major-general Coote was enabled to establish batteries against Marabout, a small fortified island that protects the entrance into the great harbour, on the western side, and distant from the town about seven or eight miles, which, for many reasons, it was important to possess. Rear-Admiral Sir Richard Bickerton, having the command of the squadron blockading the port, directed armed launches from the ships to co-operate with the troops, and the French garrison, consisting of near 200 men, unequal to farther resistance, surrendered as prisoners of war on the evening of the 21st.

On the morning of the 22nd, Major-General Coote's detachment moved forward four or five miles on the narrow isthmus leading to the town, formed by the Mareotis or inundation on the south side, and the harbour on the north; Captain Stevenson, with the gun-vessels on the lake, covering the right flank; and Captain Cochrane, with the sloops of war and armed boats, protecting the left.* The position which the Major-General took up, and that occupied by our little squadron, completed the blockade of the town †. * * * * * * General Menou, finding himself closely pressed on the eastern side of the town by the commander-in-chief, who had carried some important redoubts, and established strong batteries against the enemy's entrenched lines; and on the western side by Major-

* See Suppl. Part I., p. 478.

† Mareotis was dry, when the British first landed in Egypt, although the bed was nearly ten feet below the level of lake Maadie, &c. When again filled, it answered all the purposes of barrier and navigation.

General Coote, who had, during the preceding night, driven in several of their out-posts, and advanced close up to an important position which they seemed conscious of being unable to defend; sent out, on the evening of the 26th, proposals for an armistice of three days, to arrange terms of capitulation, which I have no doubt will soon terminate in the surrender of the town."

Lieutenant-General Hutchinson to Lord Hobart, one of the Principal Secretaries of State, dated Sept. 5th, 1801.

"The forts and town of Alexandria have surrendered to his Majesty's troops, who, on the 2nd instant, took possession of the entrenched camp, the heights above Pompey's Pillar, &c. &c. By the capitulation, the garrison are to be embarked for France, in the course of ten days, provided the shipping is in a state of preparation to receive them. * * * * The exertions of individuals have been splendid and meritorious. I regret that the bounds of a despatch will not allow me to specify the whole, or to mention the name of every person who has distinguished himself in this arduous and important service. * * * *Great perseverance and exertions were required to get up heavy guns through a difficult and almost impracticable country.* The labour and fatigue of the navy have been continued and excessive. I have every reason to be satisfied with the zeal and conduct of Captain Stevenson; the crews of the gun-boats displayed great gallantry, under his guidance, in the new inundation; and much approbation is also due to the naval officers who acted under his orders."

Mr. Lloyd received a severe contusion whilst he was reconnoitring the enemy's positions from the mast-head of his djerm, at the commencement of those operations; but his anxious zeal for the service would not allow him to attend to it until all the guns were conveyed up Lake Mareotis, transported across the isthmus, and placed in battery against Fort Marabout. The pain he then suffered was so great as to oblige him to return on board the Dictator, which ship soon afterwards proceeded to Cyprus, with convalescents, for supplies and refreshments. She was put out of commission in March 1802; and a few weeks afterwards, Mr. Lloyd was again paid off, from the Hermes sloop of war.

This officer next served on board the Leda frigate, commanded for a short time by his first naval friend, Captain Hardy, and subsequently by Captain Robert Honyman, who not only continued him in his rating as master's-mate, but gave him charge of a watch as lieutenant, which he retained until his removal to the Diadem, 64, on promotion.

After the renewal of hostilities in 1803, the Leda bore the flag of Rear-Admiral (now Sir Edward) Thornbrough, and was employed for some time in the North Sea, chiefly cruising off Goree, on which station she detained several homeward bound Dutch West Indiamen, and cut out and destroyed numerous vessels and boats, many of them intended to join the invasion flotilla at Boulogne. She was afterwards employed in watching the movements of the enemy at the latter place, and Mr. Lloyd appears to have been a constant volunteer in frequent nightly excursions along the coast, for the purpose of intercepting their armed craft proceeding to the same general rendezvous from the eastward. He also bore a part in several warm skirmishes with the land batteries, and particularly distinguished himself under Lieutenant Neil M'Lean, in a most gallant but unsuccessful attempt to cut out a mortar-vessel, in the night of July 29th, 1804. This enterprise is thus described by one of the Leda's officers;—

"Lieutenant M'Lean, during the short time he belonged to the Leda, had, from his great anxiety to perform some exploit worthy of notice, been inshore with two boats every night that the weather permitted; but the vigilance of the enemy had hitherto rendered his efforts fruitless. On the 29th July, he received a letter informing him that he was made a commander; but the whole of the Boulogne flotilla being then outside that harbour, he again requested Captain Honyman to let him have the same boats, and, together with his usual night companions, Mr. Lloyd (commanding one of the boats) Messrs. Lamont, Stewart, and Crawford, midshipmen, made for the weathermost vessel of the enemy's outer line, moored near a battery to windward of the pier, full of troops (apparently dragoons), and in every way prepared for defence. The Frenchmen gave their *qui vive* before the boats could reach the vessel's bows, and made considerable resistance after her boarding nettings were cut through, and the assailants had got on her deck, but were overpowered, notwithstanding their superiority in number, and the great advantage of their long and heavy sabres over the very short and light cutlasses then used in the British navy. Her deck being cleared, and cables cut, the prize was immediately taken in tow; but to the extreme mortification of the gallant captors, she was quickly hauled back between two larger vessels, by means of a chain or hawser fastened to her keel. Repeated vollies of musketry were now poured into her, and she was soon boarded on both quarters, by an overwhelming force. Lieutenant M'Lean made a most heroic resistance, received several severe wounds, and at length fell, sword in hand, cheering

on his gallant associates to the very last moment. Mr. John Lamont and several men were likewise killed; and only 14 out of 38 persons succeeded in effecting their escape: even some of these, including Mr. Lloyd, were wounded."

The enemy marked their sense of the extraordinary boldness of this attack, by interring the remains of Messrs. M'Lean and Lamont with military honors; and the managers of the Patriotic Fund evinced their admiration of the same, by voting Mr. Lloyd a pecuniary reward, to which was added an honorary testimonial, it not being in the power of the committee to grant him a sword instead of the donation, as he had particularly requested. Captain Honyman's official letter was never made public.

On the 24th April, 1805, Mr. Lloyd assisted at the capture of seven schuyts, from Dunkirk, bound to Ambleteuse, armed with eighteen guns and one howitzer, and having on board 168 men, exclusive of officers. About the same period he volunteered his services in a "catamaran" expedition, and placed one of the explosion machines precisely as directed: the peg is still in his possession. Some other services in which he was a participator, have been noticed at p. 127 *et seq.* of Vol. II. Part I.

In the ensuing summer, this officer was strongly recommended by Admiral Sir John Colpoys to the commander-in-chief on the Jamaica station; but, although certain of promotion if he proceeded thither, he declined, in consequence of the Leda being ordered to join a secret expedition, preparing for the reduction of the Cape of Good Hope. By his careful look-out and timely exertions, as officer of the middle watch, that fine frigate was saved from destruction, Nov. 1, 1805, when the King George transport and Britannia East Indiaman were both totally lost, in consequence of striking on the Roccas, near Fernando Norunha, about four degrees south of the equator. The particulars of her escape and their destruction are given in the Naval Chronicle, Vol. 23rd, pp. 483-485.

During the operations against the Dutch force at the Cape of Good Hope, in Jan. 1806, Mr. Lloyd served as a volunteer on shore, and was employed in bringing forward the field-

pieces and howitzer belonging to the division of the army that first effected a landing, under Brigadier-General (now Sir Ronald) Ferguson, whose movements are thus detailed by the military commander-in-chief.

"The whole shore of Lospards' bay had been very closely inspected by the Brigadier, and, by his spirited exertions and example, our efforts to land were at length crowned with success, though a confined and intricate channel, and a tremendous surf, opposed the passage of the troops.

"The enemy had scattered a party of sharp-shooters over the contiguous heights," (also in the brushwood near the beach) "and commanded the landing; but the casualties of this service arose principally from natural difficulties; and it is with the deepest concern I have the honor to state, that we lost one drummer and thirty-five rank and file of the 93d regiment by the oversetting of an Indiaman's boat, notwithstanding every possible effort to rescue these unfortunate men.*

"The remainder of the troops could only be brought on shore on the succeeding day, when the extraordinary obstacles to all intercourse with the fleet, which nothing but the courage and perseverance of British seamen could surmount, barely enabled us to obtain the indispensible supplies of water and provisions for immediate subsistence.

"On the morning of the 8th the army, consisting of the 24th, 39th, 71st, 72d, 83d, and 93d regiments, about four thousand strong, was formed into two brigades, with two howitzers and six light field-pieces, and moved off towards the road which leads to Cape-Town; and having ascended the summit of the Blaw-Berg, or Blue Mountains, and dislodged the enemy's light troops, I discovered their main body, drawn up in two lines, prepared to receive us, and even in motion to anticipate our approach.

"The enemy's force† apparently consisted of about five thousand men; the greater proportion of which was cavalry, and twenty-three pieces of cannon, yoked to horses, the disposition of which, and the nature of the ground occupied by the enemy's troops, made it evident that they intended to reserve their right wing, and with their left attempt to turn our right flank; but to frustrate their design, I formed the army into two columns, the second under Brigadier General Ferguson keeping the road, whilst the first struck to the right, and took the defile of the mountains.

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* One of the principal impediments to the landing was an immense quantity of long and very thick sea-weed, extending to a considerable distance from the shore, and often rendering the boats' oars useless.

† Under the personal command of General Janssens, governor of the colony.

Having accomplished my purpose, our line was formed with equal celerity and order; and the left wing, composed of the Highland brigade, was thrown forward, and advanced with the steadiest step, (accompanied by the seamen, field-pieces, and howitzer,) under a heavy fire of round shot, grape and musketry. Nothing could surpass or resist the determined bravery of the troops, headed by their gallant leader, Brigadier-General Ferguson, and the number of the enemy, who swarmed the plain, served only to augment their ardour and confirm their discipline. The enemy received our fire, and maintained his position obstinately; but in the moment of charging, the valour of British troops bore down all opposition, and forced him to a precipitate retreat.

"The first brigade, composed of the 24th, 59th, and 83d regiments, and commanded in the absence of Brigadier-General Beresford, by Lieutenant-Colonel Baird, was unavoidably precluded, by their situation, from any considerable participation in the triumph of the British arms, though the flank companies of the 24th had an opportunity of distinguishing themselves in dislodging a number of horse and riflemen from the heights on our right flank. This brilliant achievement however was clouded by the loss of Captain Foster, of the grenadiers, whose gallantry is best recorded in the bosoms of his brother soldiers, and the universal regret of the army.*

"It is utterly impossible to convey an adequate idea of the obstacles which opposed the advance, and retarded the success of our army; but it is my duty to state, that the nature of the country—a deep, heavy, and arid land, covered with shrubs, scarcely pervious to light bodies of infantry; and above all, the total privation of water under the effects of a burning sun, had nearly exhausted our gallant fellows in the moment of victory, and with the utmost difficulty were we able to reach the Reit Valley, where we took our position for the night. A considerable portion of the provisions and necessaries with which we started, had been lost during the action, and we occupied our ground under an apprehension that even the great exertions of Sir Home Popham and the navy could not relieve us from starvation.

"On every occasion where it has been found necessary to call for the co-operation of British seamen in land enterprises, their valour has been so conspicuous, and their spirit of labour and perseverance so unconquerable, that no tribute of my applause can add a lustre to their character; but I discharge a most agreeable portion of my duty in reporting that on

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* The enemy's riflemen were all Hottentots, but very excellent soldiers. One of these men shot Captain Foster, and was afterwards in the British Hottentot corps. On the surrender of Cape Town, the grenadiers of the 24th regiment marched into the place with their arms reversed, as a mark of respect to the memory of their late gallant leader.

the recent employment of their services, they have maintained their reputation: and in this place it behoves me to declare, that the uniform good conduct of those gallant fellows, and the zeal of Captain George Byng *, who commanded them, together with that of every subordinate officer, have merited my fullest approbation.

"The loss of the enemy in this engagement is reputed to exceed 700 men in killed and wounded; and it is with the most sensible gratification that I contrast it with the return of our casualties †.

"On the morning of the 9th, recruited by such supplies as the unwearied diligence and efforts of the navy could throw on shore, we prosecuted our march towards Cape Town, and took up a position south of Salt River, which we trusted might preserve a free communication with the squadron. In this situation, a flag of truce was sent to me by the commandant of the garrison, requesting a suspension of hostilities for 48 hours, in order to negociate a capitulation. In answer to this overture, I despatched Brigadier-General Ferguson, accompanied by Lieutenant-Colonel Brownrigg, to stipulate, as the condition of my acquiescence, the surrender of the outworks of the town within six hours. My proposition being assented to, the 59th regiment marched into Fort Knokke; and the next day, his Majesty's forces were put in possession of the several defences of the town. (Signed) "D. Baird, Major-General."

On the completion of this service ‡, Mr. Lloyd was removed to the Diadem, bearing the broad pendant of Sir Home Popham, who, in a few days afterwards, appointed him lieutenant of the prize frigate la Volontaire §; but on her being ordered to England he exchanged into the Raisonable 64, preferring to remain abroad, as more active service. His commission, however, was not confirmed at home till Jan. 14, 1808; the former Board of Admiralty having refused to sanction Sir Home's appointments. The manner in which he was afterwards employed will be seen by the following testimonial:—

"Mr. Edward Lloyd served as lieutenant in H. M. ships Raisonable and Boadicea, under my command, in the years 1806, 7, 8, 9, and 10. He commanded the seamen landed from the former ship at the capture of Monte Video, and afterwards at the attack on Buenos Ayres. He particularly distinguished himself in boarding and bringing out from under the batteries of St. Rose (Isle Bourbon) a large armed ship called the Tadg

* Now Viscount Torrington. † Killed, 15; wounded, 189; missing, 8.
‡ See Vol. I. Part II. p. 623. § See Suppl. Part I. p. 186.

Bax, which service received the approbation of the Lords Commissioners of the Admiralty. He was landed with the small-arm men from the Raisonable, at the attack on St. Paul's, and at the final capture of Isle Bourbon was entrusted with the difficult charge of placing a transport as a breakwater, to facilitate the landing of the troops. All these services he performed with considerable zeal, courage, and ability. It would be doing him injustice not to add, that he was foremost to volunteer his services on every occasion of difficulty or danger.

(Signed) "JOSIAS ROWLEY."

During the passage of the expedition under Sir Home Popham and Brigadier-General Beresford, from the Cape to Rio de la Plata, Captain Rowley added a number of volunteer seamen to the detachment of marines serving on board the Raisonable, and dressed and accoutred them similarly to the men of that corps. He also allowed Mr. Lloyd to select a company of "grenadiers" from among the ship's company, who were equipped as artillery-men, styled "Royal Blues," and, together with 150 other sailors, intended to serve as light infantry, &c. &c. constantly drilled by Lieutenant-Colonel Dennis Pack, and the officers and men of H. M. 71st regiment.

The first landing in South America was effected at Point Quelmey à Pouchin, about 12 miles from Buenos Ayres, June the 25th, 1806*; from which period, Mr. Lloyd commanded the Raisonable's "royal blues," and shared in every military operation that took place, until the final evacuation of that country, after Lieutenant-General Whitelocke's capitulation in July, 1807. At this latter period, he was likewise acting as aide-de-camp to Captain Rowley, who had the chief command of all the seamen on shore, employed in dragging the heavy artillery through swamps several miles in extent, as is officially acknowledged †.

During the blockade of the Isles of France and Bourbon, Lieutenant Lloyd frequently accompanied Captain (now Sir Nisbet) Willoughby, in boat expeditions alongshore; and

* See Suppl. Part I. p. 254.

† See Vol. I. Part II. pp. 623—626; p. 666 *, and note at ditto; and *id.* Part I. pp. 406—408.

was often employed in sounding near to, and reconnoitring the strength of, the enemy's military positions. It was on one of those occasions, that, in a ten-oared cutter, and by day-light, he boarded and carried the ship Tadg Bax, secured about 32 prisoners, and brought her out under a heavy cross fire of two batteries, close to which she was lying when attacked, moored with springs, and fully prepared for defence.

On the 21st Sept. 1809, Lieutenant Lloyd again served on shore as a volunteer, and commanded the Raisonable's well trained small-arm men at the capture of St. Paul's, in Isle Bourbon; by which event, two British East Indiamen, and their crews and passengers, with property to an immense amount, were rescued from the enemy; all the defences of the anchorage, and several vessels, destroyed; and la Caroline French frigate, an armed brig, and three merchantmen captured *. Captain Rowley, the senior naval officer present, when making his report to Vice-Admiral Bertie, commander-in-chief on the Cape station, expressed himself as follows:—

"The loss sustained by the naval detachment, considering the nature of the service, and the advantages of position on the part of the enemy, was not so great as might have been expected †. Among the wounded, I have particularly to regret Lieutenant Lloyd, and Lieutenant (Matthew) Howden, R. M., both of the Raisonable, who have been always zealously forward on occasions for service."

At a distant period, Captain Willoughby returned the following answer to a letter from the subject of this memoir:—

"My dear Sir,—In compliance with your wish for me to state my opinion of your services, while under my command, at the attack of St. Paul's, Isle Bourbon, it highly gratifies me that I have an opportunity of assuring you, that, from the commencement of the attack to the capture of the place, your zeal, gallantry, and activity were so conspicuous, as to be noticed by every one, and would give me confidence in having you with me in any arduous service. I am, my dear Sir, yours faithfully,

(Signed) "N. J. Willoughby."

* See Vol. I. Part II. p. 626 *et seq.*; and Suppl. Part II. pp. 142—145.

† Two of Lieutenant Lloyd's party were killed and six wounded: the total loss was seven killed, eighteen wounded, and one missing. Not a man or boy of any description was hurt on board the *Sirius* or any other ship of the squadron.

Some time subsequent to the capture of St. Paul's, Lieutenant Lloyd, whose wound on that occasion was a very severe one, removed with Captain Rowley, into the Boadicea frigate, and assisted at the reduction of Bourbon *, where he was left in charge of the signal posts, in order to watch and report the movements of the enemy's squadron which blockaded that island after Captain Pym's disastrous attack upon Mons. Duperré, in Port Sud-Est †. This arrangement led to the recovery of H. M. ships Africaine and Ceylon, and the capture of la Venus frigate, mounting 44 guns, and bearing the broad pendant of Commodore Hamelin, senior officer of the French force in the Indian ocean ‡.

In the middle of Oct. 1810, Vice-Admiral Bertie arrived at St. Paul's, and shifted his flag from the Nisus frigate to the then totally dismasted Africaine; directing Mr. Lloyd to join the latter ship, as first lieutenant, and to use every exertion in getting her ready for sea. This could only be accomplished by taking in a re-captured Indiaman's lower masts, yards, sails, &c. On the 14th of the following month, she weighed, and proceeded off Port Louis, manned with 30 sailors, a company of the 87th regiment, and about 120 raw negroes lent from different plantations. Thus tolerably equipped, but most miserably manned, she cruised off the enemy's principal harbour, in company with the Boadicea, Nisus, Ceylon, Nereide (late la Venus), and Staunch gun-brig, until the arrival of some other ships from India, to assist in a grand attack upon the Mauritius. The commander-in-chief then sailed for Roderiquez, to meet the several divisions of an expedition coming from Bengal, Bombay, and Madras, leaving Commodore Rowley in command of the squadron, and Captain Philip Beaver (just removed from the Nisus to the Africaine) to arrange the plan of debarkation.

The greatest obstacles opposed to an attack on this valuable colony with a large force, had hitherto "been con-

* See Suppl. Part II. p. 153 *et seq.* † See *id.* pp. 164—166.
‡ See Commander JOSEPH CREW TULLIDGE.

sidered to depend on the difficulty of effecting a landing, from the reefs which surround every part of the coast, and the supposed impossibility of being able to find anchorage for a fleet of transports. "These difficulties," says Major-General Abercromby, "were fortunately removed by the indefatigable exertions of Commodore Rowley, assisted by Lieutenant Street, of the Staunch, Lieutenant Blackiston, of the Madras engineers, and the masters of the Africaine and Boadicea. Every part of the leeward side of the island was minutely examined and sounded, and it was discovered that a fleet might anchor in the narrow passage formed by the small island of the Gunners' Quoin and the main land; and that at this spot there were openings through the reef, which would admit several boats to enter abreast. These obvious advantages fixed my determination, although I regretted that circumstances would not allow of the disembarkation being effected at a shorter distance from Port Louis. Owing to light and baffling winds, the fleet did not arrive in sight of the island until the 28th November; and it was the morning of the following day before any of the ships came to an anchor."

At 11 A. M. the whole of the transports and covering vessels, consisting of from 50 to 60 sail, brought up in ten fathoms water, on a bottom of coral, the heads of which were clearly seen through the translucent stream. At 2 P. M., the boats, with the first division of the army, under Major-General Henry Warde, pulled towards the shore, and effected a landing in the bay of Mapou, under an extensive line of sea-wall, without the smallest opposition. In order to ascertain whether any of the enemy's troops were concealed behind this natural defence, Lieutenant Lloyd had obtained permission to land by himself; and on his ascending the bank, and finding only a few unarmed negroes there, he waved his hat to the anxious spectators afloat, cheering at the same time as a signal for the boats to advance. The disembarkation continued till 8 o'clock, by which time most of the troops, with all the requisite ammunition, provisions, &c. were safely put on shore.

Lieutenant Lloyd, again a volunteer for land service, was now attached to the naval brigade under Captain William Augustus Montagu, and directed, in addition to his other duties, to communicate the movements of the troops, by telegraph, to the Admiral. During the advance upon Port Louis, he had charge of the guns with the leading column, and the first flag of truce sent out, by Governor-General De Caen, was received by him. The operations on shore are thus detailed by the military commander-in-chief:—

"As soon as a sufficient part of the European force had been formed, it became necessary to move forward, as the first five miles of the road lay through a very thick wood, which made it an object of the utmost importance, not to give the enemy time to occupy it. The columns marched about 4 o'clock, and succeeded in gaining the more open country, without any efforts having been made by the enemy to retard our progress, a few shot, only, having been fired by a small picquet, by which Lieutenant-Colonel Keating, Lieutenant Ash, of H.M. 12th regiment, and a few men of the advanced guard, were wounded. Having halted for a short time during the night, the army again moved forward before day-light, with the intention of not halting till arrived before Port Louis; but the troops having become extremely exhausted, not only from the exertion which they had already made, but from having been almost totally deprived of water, I was compelled to take up a position at Moulin à Poudre, about five miles short of the town.

"Early the next morning, Lieutenant-Colonel M'Leod, with his brigade, was detached to seize the batteries of Tombeau and Tortue, and open a communication with the fleet, as it had been previously arranged that we were to draw our supplies from these two points.* The main body of the army, soon after it had moved off its ground, was attacked by a corps of the enemy, who, with several field-pieces, had taken a strong position, very favorable for attempting to make an impression on the head of the column, as it shewed itself at the end of a narrow road, with a thick wood on each flank. The European flank battalions, which formed the advanced guard, under the direction of Major-General Warde, formed with as much regularity as the bad and broken ground would admit of, charged the enemy with the greatest spirit, and compelled him to retire with the loss of his guns, and many killed and wounded. This advantage was gained by the fall of Lieutenant-Colonel Campbell, of the 33rd regt.

* The enemy's works in Tortue Bay were taken possession of by a party landed from the Nisus, before Lieutenant-Colonel M'Leod could reach them.

ment, commanding the advanced guard, a most excellent and valuable officer, as well as Major O'Keefe, of the 12th regiment, whom I have also every reason sincerely to regret.

"In the course of the forenoon, the army occupied a position in front of the enemy's lines, just beyond the range of cannon-shot; on the following morning, while I was employed in making arrangements for detaching a corps to the southern side of the town, and placing myself in a situation to make a general attack, General De Caen proposed to capitulate. Many of the articles appeared to Vice-Admiral Bertie and myself to be perfectly inadmissible; but the French governor having, in the course of the same day, acceded to our terms, a capitulation for the surrender of this colony and its dependencies was finally concluded. The most perfect harmony and cordiality have subsisted between the navy and army; and I have received every assistance from Vice-Admiral Bertie, and the squadron under his command. A body of seamen was landed under Captain Montagu: the exertions used to bring forward the guns, through a most difficult country, were such as to attract the admiration of the whole army, and fully entitles Captain Montagu, Lieutenant Lloyd, of the Africaine, and every officer and sailor, to all the encomiums I can pass on their conduct."

Captain Montagu, in his official report to the naval commander-in-chief, says, "The zeal and ability of Lieutenant Lloyd, senior lieutenant on this service, are too well known to you to render any encomium from me necessary;" and Vice-Admiral Bertie, when transmitting the same to the Admiralty, "begged to recommend to their lordships' notice, Lieutenant Edward Lloyd, who volunteered his services under the immediate eye of the commander of the land forces, and in this, as well as many former instances, received the most honorable testimonies of his gallantry." Some extracts of Major-General Abercromby's public orders, wherein he paid repeated compliments to the naval brigade, have been inserted at p. 220 of Suppl. Part I.

After the conquest of the Mauritius, Lieutenant Lloyd was appointed to the command of the Hesper sloop, and selected by Major-General Abercromby to convey him and his staff to Bombay. On his arrival there, he had the mortification to find an officer waiting to supersede him by order of the then deceased Vice-Admiral Drury, who, in consequence of a disagreement with Vice-Admiral Bertie, had taken this step long before the Hesper arrived within the precincts of the East India

station, and whose death deprived him of the power of appealing to his justice for a reconsideration of the injury he had done him; that too, at the moment when the Hesper was ordered to join the expedition fitting out for the reduction of Java."

In preference to returning home, Lieutenant Lloyd remained passenger on board the Hesper, until her arrival at Malacca, where he found his old Monte Video friend, Lieutenant-General Sir Samuel Auchmuty, and immediately volunteered to serve under him in the approaching campaign. His offer being readily accepted, he landed with that officer's staff at Chillingching, bore a part in the skirmish between the advanced divisions of the British and Dutch armies, which ended in the defeat of the latter, and the capture of the important post of Weltervreeden; also at the battle which took place when the enemy made a sortie from Meester Cornelis; assisted in storming their entrenched camp at the latter place; and shared in every operation on shore previous to that brilliant event*.

He afterwards embarked with Captain (now Sir Christopher) Cole, in the Caroline frigate, for a passage to England, where he arrived about the middle of Dec. 1811; and had the satisfaction of finding himself confirmed as a commander from the 9th May preceding. We should here remark, that he left England as master's mate, and that he obtained each step of professional rank by his services alone, without the aid of any interest whatever at the Admiralty.

This officer's next appointment was, Jan. 21, 1814, to the command of the Raver, 16-gun brig, then stationed in the Woopherkdyk, to blockade the enemy's flotilla at Ter Veere, during the occupation of the East Scheldt, by the fleet under Admiral William Young, who refused his offer to join in the attack upon Bergen-op-Zoom, but afforded him this opportunity of witnessing the operations against Batz.

After the emancipation of Holland, Captain Lloyd conveyed despatches to Halifax, encountering on his passage thither a violent hurricane, which obliged him to throw overboard

* See Vol. II. Part I. pp. 354—357.

one half of the Raven's guns. When refitted, he was ordered to join the expedition collecting in the West Indies for the purpose of attacking New Orleans; but on his arrival at Barbadoes, he was detained by the commander-in-chief at the Leeward Islands, and sent down to Trinidad, where he received the public thanks of Sir Ralph Woodford, governor of that island, for his successful exertions in favor of British merchants trading to the Spanish Main, who, through him, obtained some exclusive and important privileges.

While in charge of the Gulf of Paria, and holding an intercourse with South America, he also exerted himself most strenuously in the cause of humanity, as well as of his country's commerce, by constantly endeavouring to save the effusion of blood, and exacting, both from the independents and the royalists, promises, which he forced them strictly to observe, that no executions, on account of political enmities, should take place while a British pendant was flying at any of their anchorages. The scene which he witnessed on his first visit to the Spanish main was of the most terrific description; the beach being literally covered with the bodies of respectable persons of both parties, whose respective slaves had been encouraged to murder them with the knife, in cold blood.

The Raven returned home without the loss of a single person by yellow fever, and was paid off at Woolwich, in Sept. 1815; from which period, notwithstanding oft-repeated applications for employment, Captain Lloyd remained on half-pay till Aug. 9th, 1820, when he received an appointment to the Esk of 20 guns. Some time previous to this, he had presented a memorial to the Admiralty, recapitulating his long and arduous services, requesting a share of the favorable consideration so liberally awarded in other cases of just claims, and accompanied by the following documents, to prove that his pretensions to superior rank were not exaggerated.

(I.)

"*Admiralty House, Cove of Cork, Oct.* 15, 1819.

"My dear Sir,—If any statement of your services while under my command, or any expression of my approbation of your conduct, can at all assist in forwarding your views of promotion, I feel that you have a

just claim to command them, and most sincerely do I hope that they may conduce to the attainment of that rank in the service, the duties of which, my knowledge of your ability and zeal enables me to say, you are so well qualified to fulfil. The enclosed is a brief enumeration of your services while under my command, tho' I cannot at present make a reference to the dates of them*. I remain, my dear Sir, very faithfully yours,

(Signed) "JOSIAS ROWLEY, Rear-Admiral."

"*To Captain Edward Lloyd, R. N.*"

(II.)

"*Donnington Priory, Oct. 29, 1819.*

"Captain Edward Lloyd having applied to me to certify my opinion of his services during the time I was commander-in-chief on the Cape of Good Hope station, it is in justice to him that I say, he was recommended to me by Sir Josias Rowley for his long and tried services under that officer's command, and that he shewed very great zeal and ability on every occasion where he was employed by me.

(Signed) "ALBEMARLE BERTIE, Admiral."

(III.)

"*H. M. S. Phœton, Portsmouth, Nov. 5, 1819.*

"My dear Sir,—If any testimony of mine can assist your views, I beg that you will command me. The time you acted under my command, at the capture of the Isle of France, your zeal and your ability, were as conspicuous. I know how much it was the wish of General Abercromby that you should be recommended for immediate promotion. I spoke to Admiral Bertie on the subject, who admitted your merits and your claims, but as I proceeded to England in the ship that carried the despatches, it was not possible for me to press your promotion. I have, however, no doubt but Sir Albemarle Bertie will be ready to do his utmost in the furtherance of your wishes. Believe me, my dear Sir, most faithfully yours,

(Signed) "W. A. MONTAGU."

(IV.)

The letter from Captain (now Sir Nisbet) Willoughby, of which we have given a copy at p. 302.

The Esk sailed for the Leeward Islands, to join the squadron under Rear-Admiral (now Sir William C.) Fahie, Nov. 8th, 1810; and we soon afterwards find Captain Lloyd entering into a correspondence with the governor of Cumana, relative to the murder of Mr. George M'Arthur, master of the British merchant schooner Eagle, by one Manuel Nieves, a native of Portugal, professing himself authorized to cruise

* See the document at p. 300, *et seq.*

against all vessels trading to ports occupied by the independent forces. The complaint that gave rise to this correspondence was made to Captain Lloyd by a Mr. James Fraser, who stated, that on the 4th October, 1820, whilst on a voyage from the islands of St. Vincent and Trinidad to Angostura, and being then at the entrance of the river Orinoco, the Eagle was fired at by a brig under Spanish colours, and notwithstanding an English ensign was immediately hoisted, and sail shortened, still the firing continued until the schooner was boarded by a flecherra, mounting two guns, and carrying about 20 men, at the head of whom was Manuel Nieves. Immediately upon boarding, the crew of the flecherra spread themselves in all parts of the schooner, taking possession of every thing they could find, including personal property. Mr. M'Arthur expressed his disapprobation of this conduct, but in the most moderate language. The crew being taken out, and removed to the brig, by a second flecherra, Nieves then searched the trunks of the passengers, and upon Mr. M'Arthur remarking, that he had been twice taken by the enemies of his country, but never before experienced such treatment, the miscreant, without any further provocation, rushed forward with a drawn sword, and ran it thrice through his body. The unfortunate man was then thrown below, followed by seven blood-thirsty fellows, who tied his arms behind, whilst others held themselves in readiness to haul him up again by the same rope with which he was pinioned. This was no sooner done, than Nieves, grasping his sword in both hands, again stabbed him in three several places, and ended by ordering him, although yet alive and groaning, to be thrown overboard. Mr. Fraser and three other passengers, Messrs. James W. Brown (part owner), James Boddington, and George Davidson, the latter a military officer, were then seized and tied in a similar manner, preparatory to their being shot, which was about to be carried into effect, when a Spaniard, named Jose Freyre, humanely interfered in their behalf, representing to Nieves, that they had done nothing which merited death, imploring him to reflect on the probable consequences of such a massacre of British subjects, and

declaring, that he would not conceal so atrocious an act on their arrival at Cumana. In consequence of this remonstrance, the Portuguese countermanded his sanguinary order, but carried the Eagle, with her crew and passengers, first to Carupano and then to Cumana, where the vessel was condemned as lawful prize previous to their being set at liberty.

Many letters passed between Captain Lloyd and Don Antonio Tobar, governor of Cumana, on the subject of this piracy and murder; the one energetically demanding retributive justice, the other declaring his inability to punish Nieves, as a Spanish tribunal had already investigated the case, and declared him innocent. The infamous wretch, however, was subsequently caught in the act of committing depredations upon the royalists also, and his captor, the Spanish Commodore Laborde, having been informed by Captain Lloyd, of his former conduct, immediately arraigned him before the superior court of admiralty at Puerto Cabello, where he was at length sentenced to expiate his crimes on the scaffold.

In March, 1821, the Esk, when running between the island of Margaritta and the main, with a pilot* on board, both leads going, and look-out men aloft, struck on a bank of coral and hard sand, near Point Avara, where she lay, beating heavily for 48 hours, during which time, by the assistance of small vessels from Cumana, all her guns and stores were got out, and she was lightened sufficiently to be hove off, by the chain cable brought to the capstan, after the messenger and all other purchases had given way. From the peculiarity of her construction, she did not make any water for several hours afterwards, and then but very little; however it was thought advisable to heave her down at Antigua, when the main keel was found rubbed off nearly its whole length, and great part of the dead wood entirely crushed †.

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* Mr. Mathison, port-captain of Trinidad, and many years a trader in those seas.

† The Esk was built according to the system of diagonal timbering, for which the British navy is indebted to Sir Robert Seppings. The frame of her hold consisted of a series of triangles, united by trusses, and the

From the reduced state of the naval yard at Antigua, the crew of the Esk were subjected to much additional fatigue in heaving down, and the consequence was, that the fever of the country went through the whole ship's company, not an officer, man, or boy escaping a severe attack, and many having violent relapses; yet not a single death occurred during the whole time Captain Lloyd commanded her, except in the case of the ship's cook, previously worn out in the service. This he ascribes, under Divine Providence, to the habitual cleanliness of the crew, and the skill and attention of his surgeon, Mr. Peter Comrie, who was equally successful in his subsequent treatment of numerous patients on board the Pyramus frigate.

After completing her re-equipment, the Esk, in consequence of the debilitated state of her commander, officers, and crew, was sent to pass the hurricane months at Bermuda, and on her return from thence to the Leeward Islands, Captain Lloyd, who had previously captured three smuggling vessels, met with Captain Arthur Lee Warner, sent out to supersede him, on account of his advancement to post rank, which had taken place on the coronation of his Majesty, July 19, 1821 *. Being then in too weakly a state of health, from long continued illness, to proceed on to Jamaica for a passage home in a vessel of war, he had to return to England at his own expence. Since his recovery, he has made many applications, and used every exertion to obtain employment, but hitherto without success.

Captain Lloyd married, in Aug. 1816, Colin Campbell, youngest daughter of the late James Baillie, of Ealing Grove, co. Middlesex, Esq. formerly M. P. for Horsham, in Sussex; and has issue, two sons and one daughter.

Agents.—Messrs. Cooke, Halford, and Son.

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openings between the ribs or outer timbers, were filled up with slips of wood, caulked within and without, and covered with a coat of cement, over which was another of coal-tar.

* See p. 289.

JOHN GEDGE, Esq.

Was made lieutenant in 1798; and promoted to the rank of commander for his gallant conduct in an action near Calais, of which the following is the official account:

"*H. M. sloop Skylark, in the Downs, Nov.* 11, 1811.

"At eight o'clock yesterday morning, Cape Grisnez bearing S.S.W. distant seven miles, I observed a division of the enemy's flotilla, consisting of twelve gun-brigs, standing alongshore to the eastward, it then blowing strong from the southward: H. M. sloop under my command made all sail in chase. During the morning I had the satisfaction to see H. M. gun-brig Locust in shore to windward, standing towards the enemy; and I have to state, that one of the enemy's brigs, No. 26, of four long 24-pounders and 60 men, commanded by Enseigne de vaisseaux Bouchet, has been cut out from under the fire of the batteries and musketry on the beach, and close to the rest of the flotilla, who had taken shelter in the roads of Calais. The [illegible] ore was driven on shore, and an attempt made to bring him out also; but finding a great number of troops had got on board, I relinquished the attack.

"It is impossible for me to speak too highly of the conduct of Lieutenant Gedge, commander of the Locust, who, from being in shore to windward, was the principal cause of the vessel being taken, and during the whole of the attack on the flotilla, exposed as we were for four hours to the fire of the enemy's batteries, deserves my highest praise and recommendation; and I beg leave to add, that the officers and crew of the Skylark conducted themselves to my entire satisfaction.

(Signed) "JAMES BOXER."

"*To Rear-Admiral Foley.*"

Lieutenant Gedge had previously captured, close to Dunkirk, a French national vessel, carrying two long 12-pounders, with small arms. His commission as commander bears date, Nov. 15, 1811; from which period we find no mention of him until his appointment to the Cadmus, a 10-gun brig-sloop, Sept. 10, 1815. He obtained post rank, July 19, 1821.

Agents.—Messrs. Cooke, Halford, and Son.

BENEDICTUS MARWOOD KELLY, Esq.

Was made lieutenant, Jan. 31, 1806; promoted to the rank of commander, Nov. 28, 1811, appointed to the Pheasant ship-

sloop, fitting for the African station, Sept. 28, 1818; and posted, July 19, 1821.

Agents.—Messrs. Goode and Clarke.

HENRY FYGE JAUNCEY, Esq.

Was second lieutenant of the Ethalion frigate, Captain (now Vice-Admiral) James Young, at the capture of a Spanish galleon, Oct. 17, 1799. His share of prize-money, on that occasion, amounted to more than 5000*l.* * He soon afterwards suffered shipwreck on the coast of France, while serving under the command of Captain John Clarke Searle †, from whose narrative of the loss of the Ethalion we make the following extract:—

"I wish it was in my power to describe the very great merit of all the officers and ship's company; sure I am their exertions, their promptness in executing my orders, and the steady perseverance they shewed, were never on any other occasion exceeded; for in no similar instance was there ever less confusion." ‡

Lieutenant Jauncey subsequently commanded the Griper and Cracker, gun-brigs. In the latter vessel, he captured a small French privateer, Nov. 20, 1810. He was advanced to the rank of commander, Feb. 1, 1812; appointed to the Hope, of 10 guns, June 7, 1814; re-appointed to the same sloop, Sept. 6, 1815; and posted, July 19, 1821.

Agents.—Messrs. Cooke, Halford and Son.

ARMAR LOWRY CORRY, Esq.

Member of the London Astronomical Society.

Entered the navy on the 1st. Aug. 1805; and served under Sir Home Popham, in the Diadem 64, at the capture of the Cape of Good Hope and Buenos Ayres; from whence he returned home in the Sampson 64, Captain William Cuming.

* See Vol. I. Part II. p. 684. † See *id.* p. 729.
‡ See Schomberg's Nav. Chronology, III. 221.

On that ship being paid off, in 1807, he joined the Leda frigate, Captain Robert Honyman, and continued in her until she was wrecked near the entrance of Milford Haven, Jan. 31, 1809. The Leda formed part of the fleet under Admiral (now Lord) Gambier, at the capture of the Danish navy, in 1807.

In May, 1809, we find Mr. Corry on board the Warspite 74, Captain the Hon. Henry Blackwood, with whom he completed his time as midshipman, on the North Sea, Channel, and Mediterranean stations. He was made lieutenant, April 28, 1812; and afterwards successively appointed to the Nereus frigate, Montagu 74, Impregnable 98, and Tay 20. The first two ships were commanded by Captain Peter Heywood; the Impregnable conveyed the Emperor of Russia, the King of Prussia, &c. &c. to England, in 1814. His promotion to the rank of commander took place June 13, 1815.

Captain Corry afterwards accompanied Earl Belmore in a tour through the Levant; successively visiting Egypt, Nubia, Palestine, Asia-Minor, Constantinople, and Greece; he also travelled with his Lordship through Italy and other European states. In Oct. 1820, he was appointed to the Satellite 18, fitting for the East India station, where he was posted, by Sir Henry Blackwood, into the Topaze frigate, July 23, 1821.

Agents.—Messrs. Cooke, Halford, and Son.

Sir WILLIAM EDWARD PARRY, Knt.

Doctor of the Civil Law; Fellow of the Royal Society; Member of the London Astronomical Society; and Honorary Member of the Imperial Academy of Sciences at St. Petersburgh.

Fourth and youngest surviving son of the late Dr. Caleb Hillier Parry, an eminent physician of Bath, F.R.S., by Miss Rigby, of Norwich, sister to the late Dr. Rigby *.

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* Dr. Parry died March 9th, 1822. Besides various papers in the Bath Agricultural Society's collection, the memoirs of the Medical Society of London, and other miscellaneous works, he was the author of "An Inquiry into the Symptoms and Causes of the Syncope Anginosa, commonly called

This officer was born at Bath, Dec. 19th, 1790; and received the rudiments of his education at the grammar-school of that city, under the superintendence of the Rev. Nathaniel Morgan, the preceptor of many other distinguished characters. In 1803, he was recommended to the patronage of Admiral the Hon. William Cornwallis, then commanding the Channel fleet, who received him on board his flag-ship, the Ville de Paris 110, and placed him under the tuition of her chaplain, the Rev. William Morgan. In a letter written by that veteran chief, bearing date Aug. 4th, 1804, there appear the following passages:

"In regard to any civility I may have shewn young Parry, I never knew any one so generally approved of. He will experience civility and kindness from all whilst he continues to conduct himself as he has done, which, I dare believe, will be as long as he lives. * * * * * He is a fine steady lad. It is almost a pity he had not gone to sea sooner, for he will, I am sure, be fit for promotion before his time of servitude is out."

On the 23rd May, 1806, Mr. Parry was removed from the Ville de Paris to the Tribune 36, Captain Thomas Baker, with whom he completed his time as midshipman, in the Vanguard 74, on the Baltic station, where he was more than once engaged in action with the formidable Danish gun-boats. His first commission bears date, Jan. 6th, 1810, at which period we find him appointed to the Alexandria frigate, then commanded by Captain John Quilliam, but subsequently by

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Angina Pectoris." "Facts and Observations tending to shew the Practicability and Advantage of producing in the British Isles Clothing Wool equal to that of Spain, together with some Hints towards the Management of Fine-woolled Sheep." "Observations on the Pulse." "The Elements of Pathology." And "A Treatise on Hydrophobia and Tetanus." His eldest surviving son, Dr. Charles Henry Parry, M. D., F. R. S., S. C. L. and a Member of the Physical Society at Gottingen, has published "De Græcarum atque Romanarum Religionum ad mores formandos vi et efficacia commentatio. In concert, civium acad. Georgiæ Augustæ, die IV. Jun. 1799. ab ord. Ampliss. Phil soph. loco secundo victrix pronunciata." Gotting. 4to. 1799." "C. C. Reich on Fever and its treatment in general, translated into English," 8vo. 1801. And "Cases of Tetanus and Rabies Contagiosa, or Canine Hydrophobia," 8vo. 1814.

Captain Robert Cathcart, and employed in protecting the Spitzbergen whale fishery.

While serving under the latter officer, in 1811 and 1812, Lieutenant Parry devoted much of his time to astronomical observations, and made a survey of Balta Sound and the Voe, a harbour very little known, and the only one capable of receiving large vessels, in the north-eastern part of the Shetland islands. This chart was transmitted to the Lords of the Admiralty, who were pleased to signify that it was highly acceptable. Several others, of places on the coasts of Denmark and Sweden, had been formerly received from him at the Hydrographical Office.

In the course of 1812, Rear-Admiral Sir Francis Laforey, who had before endeavoured to assist Mr. Parry's professional advancement, gave his friends the strongest assurances that he would promote him if they could procure his appointment to any ship on the Leeward Islands station, where he then held the chief command; but no opportunity occurred previous to that officer's supercession.

In Jan. 1813, Lieutenant Parry was appointed to la Hogue 74, Captain the Hon. Thomas Bladen Capel, on the North American station, and ordered to proceed thither in the Sceptre 74, Captain Robert Honyman, then about to sail for Barbadoes and Halifax. On his arrival in Carlisle bay, he was received very kindly by Sir Francis Laforey, who expressed great regret that he had not joined him before, adding, "had you come here twelve months earlier, you would have been twelve months a commander."

On the 8th April, 1814, Lieutenant Parry assisted at the destruction of three large American privateers, twenty-four merchant vessels, a great number of boats, and a large quantity of naval stores, at Pettipague Point, in the Connecticut river, by a detachment of seamen and marines under the direction of Captain Richard Coote*. In the course of the same year, he furnished many of the junior officers on the Halifax station with copies of his "Practical Rules for observing at night

* See Commander HENRY PYNE.

by the fixed stars," which treatise was afterwards published, in order to "facilitate the acquisition of a species of knowledge so highly conducive to the welfare of the naval service."

Lieutenant Parry subsequently exchanged into the Maidstone frigate, Captain William Skipsey. His next appointment was, we believe, in June 1816, to the Niger 38, Captain Samuel Jackson, C. B.

About this latter period, Dr. Parry, senior, had a sudden attack of palsy, the effects of which were so complete and universal, as to totally annihilate his faculties. On hearing of this severe affliction, the lieutenant obtained leave to return home, where he arrived in May 1817. On the 14th Jan. 1818, he was appointed to the command of the Alexander brig, hired for the purpose of accompanying Captain John Ross in an expedition to the Arctic regions. The history of that voyage is well known to the world, and we again forbear to enter into any needless details relating to it. It is sufficient to say, that neither the public nor the government were satisfied with its issue. The result of the discussions which followed was the equipment of a new expedition, to sail in the spring of 1819, under the sole direction of Lieutenant Parry, who was consulted in the choice both of his ships and officers.

The vessels selected and fitted out for the second attempt to discover a N.W. passage, were the Hecla bomb and Griper gun-brig, the latter commanded by Lieutenant Matthew Liddon, formerly of the Maidstone and la Hogue. The other officers and gentlemen attached to the expedition were, in the *Hecla*, Lieutenant Frederick William Beechey; Captain Edward Sabine, of the royal artillery, astronomer; Mr. John Edwards, surgeon; Mr. William H. Hooper, purser; Messrs. Joseph Nias, William Justin Dealy, Charles Palmer, James Clark Ross, and John Bushnan, midshipmen; Mr. Alexander Fisher, assistant-surgeon; and Mr. James Halse, commander's-clerk. *Griper*, Lieutenant Henry Parkyns Hoppner; Messrs. Andrew Reid, Andrew Motz Skene, and William Nelson Griffiths, midshipmen; Mr. Charles James Beverley, assistant-surgeon; and Cyrus Wakeham, clerk.

Two master-mariners, Messrs. John Allison and George Fife, of long experience in the Greenland whale fishery, were likewise taken into his Majesty's service on this occasion.

In his official instructions from the Admiralty, Lieutenant Parry was ordered to make the best of his way to the entrance of Davis's Strait; to advance, when the ice would permit, along the western shore to Baffin's Bay; to enter Sir James Lancaster's Sound, explore the bottom thereof, and, if possible, pass through it to Behring's Strait. This was the most favorable supposition; other directions were given, in case the route here marked out should not be found practicable. If he succeeded in getting through Behring's Strait, he was to proceed to Kamtschatka, and send, through the Russian governor, a duplicate of his journal to London. From thence he was to proceed either to the Sandwich Islands or to Canton, to refit the vessels and refresh their crews; and then to return home, by such route as he might deem most convenient. It was left to his own judgment, when on the spot, to decide upon the propriety of wintering in the Arctic regions; and minute directions were given as to the observations to be made with the various philosophical instruments on board. Though the finding a passage from the Atlantic to the Pacific was the main object of the expedition, yet the ascertaining many points of natural history, geography, &c. was considered a most important one, never to be lost sight of. Whenever a landing was made on the northern coast of North America, a pole with a flag was to be erected, and a bottle buried at the foot of it, containing an abstract of his proceedings and future intentions, for the information of Lieutenant John Franklin, who was sent, at the same time, on a land expedition, to explore that coast, from the mouth of the Copper Mine River to the eastward. The Hecla and her consort were prepared with great attention for the voyage, as well as with every thing for the scientific objects of the expedition, and the comfort of their crews. The total number of persons, on board both vessels, was 94, most of whom had served under Captain Ross, in 1818; and every individual was ordered to receive double the ordinary pay of his Majesty's navy.

The expedition left Deptford in the beginning of May, 1819; rounded the northern point of the Orkneys, on the 20th of the same month; fell in with the first "stream" of ice, on the 18th of that ensuing; and crossed the Arctic circle, in long. 57° 27′ W., at 4 P. M. on the 3d July, in the course of which day at least fifty ice-bergs were passed, many of them of large dimensions*. "Towards midnight," says Lieutenant Parry, "the wind having shifted to the S. W., another extensive chain appeared: as we approached them, the breeze died away, and the ships' heads were kept to the northward, only by the steerage way given to them by a heavy southerly swell, which, dashing the loose ice with tremendous force against the bergs, sometimes raised a white spray over the latter to the height of more than 100 feet, and being accompanied with a loud noise, exactly resembling the roar of distant thunder, presented a scene at once sublime and terrific. We could find no bottom near these ice-bergs with 110 fathoms of line. At 4 A. M. on the 4th, we came to a quantity of loose ice, which lay straggling among the bergs; and as there was a light breeze from the southward, and I was anxious to avoid, if possible, the necessity of going to the eastward, I pushed the Hecla into the ice, in the hope of being able to make our way through it. We had scarcely done so, however, before it fell calm, when the ship became perfectly unmanageable, and was for some time at the mercy of the swell, which drifted us fast towards the bergs. All the boats were immediately sent a-head to tow; and the Griper's signal was made not to enter the ice. After two hours' hard pulling, we succeeded in getting the Hecla back again into clear water, and to a sufficient distance from the ice-bergs, which it is very dangerous to approach when there is a swell. At noon, we were in lat. 66° 50′ 47″, long. 57° 7′ 56″, being near the middle of the narrowest part of Davis's Strait, which is here not more than fifty leagues across." Of the situation of the Hecla and her consort, on this day, there is an awfully grand view (in the quarto edition of "Parry's First Voy-

* A "stream" is a long and narrow collection of broken masses of ice.

tage"), from a sketch by Lieutenant Beechey. On the 28th July, they had passed every impediment which obstructed their passage into Lancaster's Sound, reaching the entrance of it just one month earlier than the Alexander and her consort had done in the preceding year, although those vessels sailed above a fortnight sooner, with the same general object in view. The following extracts of Lieutenant Parry's published narrative contain a summary of his subsequent proceedings and discoveries:

"We were now about to enter and to explore that great sound or inlet which has obtained a degree of celebrity beyond what it might otherwise have been considered to possess, from the very opposite opinions which have been held with regard to it. To us it was peculiarly interesting, as being the point to which our instructions more particularly directed our attention; and, I may add, what I believe we all felt, it was that point of the voyage which was to determine the success or failure of the expedition, according as one or other of the opposite opinions alluded to should be corroborated. It will readily be conceived, then, how great our anxiety was for a change of the westerly wind and swell, which, on the 1st August, set down Sir James Lancaster's Sound, and prevented our making much progress. We experienced also another source of anxiety. The relative sailing qualities of the two ships were found to have altered so much, that we were obliged to keep the Hecla under easy sail the whole day, to allow the Griper to keep up with us, although the latter had hitherto kept way with her consort, when sailing by the wind. We stretched to the northward across the entrance of the sound, meeting occasionally with some loose and heavy 'streams' of ice, and were at noon in latitude, by observation, 73° 55′ 18″, and longitude, by the chronometers, 77° 40′. * * * * * *

"The weather being clear in the evening of the 2nd, we had the first distinct view of both sides of the sound, and the difference in the character of the two shores was very apparent, that on the south consisting of high and peaked mountains, completely snow-clad, except on the lower parts, while the northern coast has generally a smoother outline, and had, comparatively with the other, little snow upon it; the difference in this last respect appearing to depend principally on the difference in their absolute height. The sea was open before us, free from ice or land; and the Hecla pitched so much from the westerly swell in the course of the day, as to throw the water once or twice into the stern windows; a circumstance which, together with other appearances, we were willing to attribute to an open sea in the desired direction. More than forty black whales were seen during the day.

"We made little progress on the 3rd; but being favored

at length by the easterly breeze which was bringing up the Griper, a crowd of sail was set to carry us with all rapidity to the westward. It is more easy to imagine than to describe the almost breathless anxiety which was now visible in every countenance, while, as the wind increased to a fresh gale, we ran quickly up the Sound. The mast-heads were crowded by the officers and men during the whole afternoon; and an unconcerned observer, if any could have been unconcerned on such an occasion, would have been amused by the eagerness with which the various reports were received, all, however, hitherto favorable to our most sanguine hopes.

"Between 4 and 6 P. M., we passed several ripplings on the water, as if occasioned by a weather-tide, but no bottom could be found with the hand-leads. Being now abreast of Cape Castlereagh, more distant land was seen to open out to the westward of it, and between the cape and this land was perceived an inlet, to which I have given the name of the Navy Board's Inlet. We saw points of land apparently all round this inlet, but being at a very great distance from it, we were unable to determine whether it was continuous or not. As our business lay to the westward, and not to the south, the whole of this extensive inlet was in a few hours lost in distance.

"In the mean time the land had opened out, on the opposite shore, to the northward and westward of Cape Warrender, consisting of high mountains; and, in some parts, of table-land. Several head-lands were here distinctly made out, of which the northernmost and most conspicuous was named after Captain Nicholas Lechmere Poteshall, R. N. The bay into which it extends, and which, at the distance we passed it, appeared to be broken or detached in many parts, was named Crokers-bay, in honor of the secretary of the admiralty; I have called this large opening a bay, though the quickness with which we sailed past it did not allow us to determine the absolute continuity of land round the bottom of it; it is, therefore, by no means improbable, that a passage may here be one day found from Sir James Lancaster's Sound into the northern sea. The cape on the western side of Croker's bay was named after Sir Everard Home.

"Our course was nearly due west, and the wind still continuing to freshen, took us in a few hours nearly out of sight of the Griper. The only ice we met with consisted of a few

large bergs very much washed by the sea; and the weather being remarkably clear, so as to enable us to run with perfect safety, we were, by midnight, in a great measure relieved from our anxiety respecting the supposed continuity of land at the bottom of this magnificent inlet, having reached the longitude of 83° 12′, where the two shores are still above thirteen leagues apart, without the slightest appearance of any land to the westward of us for four or five points of the compass. A great number of whales were seen in the course of this day's run."

August 4th. "At noon, being in lat. 74° 15′ 53″ N., long., by chronometers, 86° 30′ 30″, we were near two openings, of which the easternmost was named *Barnet* Inlet, and the other Stratton Inlet. The land between them had very much the appearance of an island. Sounded, and found no bottom with 170 fathoms of line; the water of a dirty light green colour. We soon after discovered a cape (Fellfoot), which appeared to form the termination of this coast; and as the haze which prevailed to the southward prevented our seeing any land in that quarter, and the sea was literally as free from ice as any part of the Atlantic, we began to flatter ourselves that we had fairly entered the Polar Sea; and some of the most sanguine among us had even calculated the bearing and distance of Icy Cape, as a matter of no very difficult or improbable accomplishment. This pleasing prospect was rendered the more flattering by the sea having, as we thought, regained the usual oceanic colour, and by a long swell which was rolling in from the southward and eastward. At 6 P. M., however, land was reported to be seen a-head. The vexation and anxiety produced on every countenance was but too visible, until, on a nearer approach, it was found to be only an island, of no very great extent, and that, on each side of it, the horizon still appeared clear for several points of the compass. More land was also discovered beyond Cape Fellfoot, immediately to the westward of which lies a deep and broad bay, which I named after my friend, Mr. Maxwell. At 8 P. M. we came to some ice of no great breadth or thickness, extending several miles in a direction nearly parallel to our course; and as we could see clear water over it to the southward, I was for some time in the hope, that it would prove a detached 'stream,' from which no obstruction to our progress westerly was to be apprehended. At twenty minutes past 10, however, we perceived that the ice, along which we had been sailing for the last two hours, was joined, at the distance of half a mile to the westward of us, to a compact and impenetrable body of 'floes'*, which lay across the

* A "floe" is an extensive sheet of ice, the limits of which can be distinguished from a ship's mast-head.

whole breadth of the strait, formed by the island and the western point of Maxwell Bay. We hauled our wind to the northward, just in time to avoid being embayed in the ice, on the outer edge of which a considerable surf, the effect of a late gale, was then rolling. A second island was discovered to the southward of the former, to both of which I gave the name of Prince Leopold's Isles. Immediately to the eastward of them, there was a strong "water-sky," indicating a considerable extent of open sea; but an "ice-blink" to the westward afforded little hope for the present of finding a passage in the desired direction *."

August 5th.—"A steady breeze springing up from the W. N. W. in the afternoon, the ships stood to the northward, till we had distinctly made out that no passage to the westward could at present be found between the ice and the land. About this time we perceived that there was a large open space to the southward, where no land was visible; and for this opening, over which there was a water-sky, our course was now directed. It fell calm again, however, in a few hours, so that at noon, on the 6th, we were still abreast of Prince Leopold's Isles, which were so surrounded by ice, that we could not approach them nearer than four or five miles."

Aug. 6th.—"A breeze sprung up from the N.N.W. in the evening, and we stood to the southward. The land, which now became visible to the south-east, discovered to us that we were entering a large inlet, not less than ten leagues wide at its mouth, and in the centre of which no land could be distinguished. The western shore, which extended as far as we could see to the S. S. W., was so encumbered with ice, that there was no possibility of sailing near it. I, therefore, ran along the edge of the ice, between which and the eastern shore there was a broad and open channel, with the intention of seeking, in a lower latitude, a clearer passage to the westward than that which we had just been obliged to abandon, lying between Prince Leopold's Isles and Maxwell's Bay. The headland which forms the western point of the entrance into this inlet was honored by the

* A "blink" is a peculiar brightness in the atmosphere, often assuming an arch-like form, and generally perceptible over ice, or land covered with snow. The "blink" of land, as well as that over *large* quantities of ice, is usually of a yellowish cast. A "water-sky" is a dark appearance in the atmosphere, indicating clear water in that direction, and forming a striking contrast with the "blink" over land or ice.

name of Cape Clarence; and another, to the south-eastward of this, was named after Sir Robert Seppings.

"Since the time we first entered Sir James Lancaster's Sound, the sluggishness of the compasses, as well as the amount of their irregularity, produced by the attraction of the ship's iron, had been found very rapidly, though uniformly, to increase, as we proceeded to the westward; so much, indeed, that, for the last two days, we had been under the necessity of giving up altogether the usual observations for determining the variation of the needle on board the ships. This irregularity became more and more obvious as we now advanced to the southward, which rendered it not improbable that we were making a very near approach to the magnetic pole. For the purposes of navigation, therefore, the compasses were from this time no longer consulted; and in a few days afterwards, the binnacles were removed, as useless lumber, from the deck to the carpenter's store-room, where they remained during the rest of the season."

Aug. 7th.—"Running close along the edge of the ice, which led us nearer and nearer to the eastern shore, so that, by midnight, the channel was narrowed to about five miles. The colour of the water had changed to a very light green at that distance from the shore, but we could find no bottom with 50 fathoms of line, and had 35 fathoms while rounding a point of ice at three miles' distance from the beach. The weather was beautifully serene and clear, and the sun, for the second time to us this season, just dipped below the horizon, and then re-appeared in a few minutes.

"A dark sky to the S. W. had given us hopes of finding a westerly passage to the south of the ice along which we were now sailing, more especially as the inlet began to widen considerably as we advanced in that direction: but at three A. M., on the 8th August, we perceived that the ice ran close in with a point of land bearing S. by E. from us, and which appeared to form the southern extremity of the eastern shore. To this extreme point I gave the name of Cape Kater, in compliment to one of the Commissioners of the Board of Longitude, to whom science is greatly indebted for his improvements of the pendulum, and the mariner's compass.

"With the increasing width of the inlet, we had flattered ourselves with increasing hopes; but we soon experienced the mortification of disappointment. The prospect from the crow's nest* began to assume a very

* A small circular house like a cask, fixed at the mast-head, in which

unpromising appearance, the whole of the western horizon, from north round to S. b. E., being completely covered with ice, consisting of heavy and extensive floes, beyond which no indication of water was visible. The western coast of the inlet, however, trended much more to the westward than before, and no land was visible to the S. W., though the horizon was so clear in that quarter, that, if any had existed of moderate height, it might have been easily seen at this time, at the distance of 10 or 12 leagues. From these circumstances, the impression received at the time was, that the land, both on the eastern and western side of this inlet, would be one day found to consist of islands. As a fresh northerly breeze was drifting the ice rapidly towards Cape Kater, and there appeared to be no passage open between it and that point, I did not consider it prudent, under present circumstances, to run the ships down to the cape, or to attempt to force a passage through the ice, and therefore hauled to the wind, with the intention of examining a bay which was abreast of us, and to which I gave the name of Fitzgerald Bay.

"A boat from each ship was prepared to conduct this examination; but we found, on approaching the shore, that the bay was so filled with ice, as to render it impracticable to land. I therefore determined, as the season was fast advancing to a close, to lose no time in returning to the northward, in the hope of finding the channel between Prince Leopold's Isles and Maxwell Bay more clear of ice than when we left it, in which case there could be little doubt of our effecting a passage to the westward. The distance which we sailed to the southward in this inlet was about 120 miles, Cape Kater being, by our observations, in lat. 71° 53′ 30″, long. 90° 03′ 45″. As we returned to the northward, we found that the ice had approached the eastern shore, leaving a much narrower channel than that by which we had entered; and in some places it stretched completely across to the land on this side, while the opposite coast was still as inaccessible as before.

"On the 10th, the weather was very thick, with snow; which was succeeded by fog and rain. The sun being obscured, we had no means of knowing the direction in which we were going, except that we knew the wind had been to the southward before the fog came on, and had found by experience that it always blew directly up or down the inlet, which enabled us to form a tolerably correct judgment of our course."

Aug. 12th.—This being the anniversary of the birth-day of H. R. H. the Prince Regent, it naturally suggested to Captain Parry the propriety of honoring the large inlet, which he had been exploring, and in which he still was sailing, with the name of PRINCE REGENT'S INLET; and, speculating on its ex-

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the look-out man sits, either to guide the ship through the ice, or to give notice of whales.

tent, he then thought it probable that a communication would one day be found between it and Hudson's Bay, either through Sir Thomas Rowe's Welcome, or perhaps through Repulse Bay, neither of which had yet been satisfactorily examined. He thus continues:

"The weather was beautifully calm and clear on the 13th, when, being near an opening in the eastern shore, I took the opportunity of examining it in a boat. It proved to be a bay, a mile wide at its entrance, and three miles deep in an E. b. S. direction, having a small but snug cove on the north side, formed by an island, between which and the main land is a bar of rocks, which completely shelters the cove from sea or drift ice. We found the water so deep, that in rowing close along the shore we could seldom get bottom with seven fathoms of line. The cliffs on the south side of this bay, to which I gave the name of Port Bowen, resemble, in many places, ruined towers and battlements; and fragments of the rocks were constantly falling from above. At the head of the bay is an extensive piece of low flat ground, intersected by numerous rivulets, which, uniting at a short distance from the beach, formed a deep and rapid stream, near the mouth of which we landed." The latitude observed here was 73° 12′ 11″, and the longitude, by chronometers, 89° 02′ 08″.

"Soon after I returned on board, a light breeze from the southward enabled us to steer towards Prince Leopold's Isles, which we found to be more encumbered with ice than before. Three or four miles to the northward of Port Bowen we discovered another opening, having every appearance of a harbour, with an island near the entrance; I named it after Captain Samuel Jackson, R. N."

Aug. 17th.—"We had a fresh breeze from the S. S. W., with so thick a fog, that in spite of the most unremitting attention to the sails and the steerage, the ships were constantly receiving heavy shocks from the loose masses of ice with which the sea was covered, and which, in the present state of the weather, could not be distinguished at a sufficient distance to avoid them. On the weather clearing up in the afternoon, we saw, for the first time, a remarkable bluff headland, which forms the north-eastern point of the entrance into Prince Regent's Inlet, and to which I gave the name of Cape York.

"On the 18th, there being still no prospect of getting a single mile to the westward, in the neighbourhood of Prince Leopold's Isles, and a breeze having freshened up from the eastward in the afternoon, I determined to stand over once more towards the northern shore, in order to try what could there be done towards effecting our passage. At 9 P. M., after beating for several hours among 'floes' and 'streams' of ice, we got into clear water near that coast, where we found some swell from the eastward. There was just light enough at midnight to enable us to read and write in the cabin.

"The wind and sea increased on the 19th, with a heavy fall of snow, which, together with the uselessness of the compasses, and the narrow space in which we were working between the ice and the land, combined to make our situation for several hours a very unpleasant one. At 2 P. M., the weather being still so thick, that we could at times scarcely see the ship's length a-head, we suddenly found ourselves close under the land, and had not much room to spare in wearing round. We stood off and on during the rest of the day, measuring our distance by Massey's patent log, an invaluable machine on this and many other occasions, and in the course of the afternoon, found ourselves opposite to an inlet, which I named after my relation, Sir Benjamin Hobhouse*. The snow was succeeded by rain at night, after which the wind fell, and the weather became clear, so that, on the morning of the 20th, we were enabled to bear up along shore to the westward. The points of ice led us occasionally within two miles of the land, which allowed us to look into several small bays or inlets, with which this coast appears indented, but which it would require more time than we could afford, thoroughly to survey or examine. Maxwell Bay is a very noble one, having several islands in it, and a number of openings on its northern shore. A remarkable headland, on the western side, I named after Sir William Herschel.

"On the 21st, we had nothing to impede our progress but the want of wind, the great opening, through which we had hitherto proceeded from Baffin's Bay, being now so perfectly clear of ice, that it was impossible to believe it to be the same part of the sea, which, but a day or two before, had been completely covered with 'floes' to the utmost extent of our view. In the forenoon, being off a headland, which was named after Captain Thomas Hurd, hydrographer to the admiralty, we picked up a small piece of wood, which appeared to have been the end of a boat's yard, and which caused sundry amusing speculations among our gentlemen, some of whom had just come to the very natural conclusion, that a ship had been here before us, and that, therefore, we were not entitled to the honor of the first discovery of that part of the sea on which we were now sailing; when a stop was suddenly put to this and other ingenious inductions, by the information of one of the seamen, that he had dropped it out of his boat a fortnight before. I could not get him to recollect exactly the day on which it had been so dropped, but what he stated was sufficient to convince me, that we were not at that time more than ten or twelve leagues from our present situation, perhaps not half so much; and that, therefore, here was no current setting constantly in any one direction. A bay to the northward and westward of Cape Hurd was called Rigby Bay.

"On the following day, we found ourselves abreast another, to which the name of Radstock Bay was given, by Lieutenant Liddon's desire. It is

* His uncle-in-law.

formed by a point of land, on the eastern side, which I named Cape Eardley Wilmot; and on the western, by a bluff headland, which was called after Captain Tristram Robert Ricketts, R. N." As we advanced slowly to the westward, the land on which Cape Ricketts stands appeared to be nearly insular; and, immediately to the westward of it, we discovered a considerable opening, which we called Gascoyne's Inlet. In the afternoon, the weather became very clear and fine, the wind light from the westward. As this latter circumstance rendered our progress very slow, the opportunity was taken to send boats on shore, for the purpose of making observations; and at the same time, a boat from each ship, under Lieutenants Beechey and Hoppner, was sent to examine a bay, at no great distance to the northward and westward of us. The first party landed at the foot of a bluff headland, which forms the eastern point of this bay, and which I named after my friend Mr. Richard Riley, of the Admiralty. They had scarcely landed ten minutes, when a fresh breeze sprung up from the westward, and their signal of recall was immediately made. Lieutenant Beechey found that the land, which at this time formed the western extreme, and which lies on the side of the bay, opposite to Cape Riley, was insular; to which I, therefore, gave the name of Beechey Island.

"As soon as the boats returned, all sail was made to the westward, where the prospect began to wear a more and more interesting appearance. We soon perceived, as we proceeded, that the land along which we were sailing, and which, with the exception of some small inlets, had appeared to be hitherto continuous from Baffin's Bay, began now to trend much to the northward, beyond Beechey Island, leaving a large open space between that coast and the distant land to the westward, which now appeared like an island, of which the extremes to the north and south were distinctly visible. The latter was a remarkable headland, having at its extremity two small table hills, somewhat resembling boats turned bottom upwards, and was named Cape Hotham. At sunset, we had a clear and extensive view to the northward, between Cape Hotham and the eastern land. On the latter several headlands were discovered and named; between the northernmost of these, called Cape Bowden, and the island to the westward, there was a channel of more than eight leagues in width, in which neither land nor ice could be seen from the mast-head. To this noble channel I gave the name of Wellington. The arrival off it was an event for

which we had long been looking with much anxiety and impatience; for, the continuity of land to the northward had always been a source of uneasiness to us, principally from the possibility that it might take a turn to the southward and unite with the coast of America. The appearance of this broad opening, free from ice, and of the land on each side of it, more especially that on the west, leaving scarcely a doubt on our minds of the latter being an island, relieved us from all anxiety on that score; and every one felt that we were now finally disentangled from the land which forms the western side of Baffin's Bay; and that, in fact, we had actually entered the Polar Sea. Fully impressed with this idea, I ventured to distinguish the magnificent opening through which our passage had been effected from Baffin's Bay to Wellington Channel, by the name of Barrow's Strait, after my friend Mr. Barrow, secretary of the admiralty; both as a private testimony of my esteem for that gentleman, and as a public acknowledgment due to him for his zeal and exertions in the promotion of northern discovery. To the land on which Cape Hotham is situated, and which is the easternmost of the group of islands (as we found them to be by subsequent discovery) in the Polar Sea, I gave the name of Cornwallis Island; and an opening, seven miles to the northward of Cape Hotham, was called Barlow Inlet.

"A calm, which prevailed during the night, kept us nearly stationary off Beechey Island till three A. M. on the 23d, when a fresh breeze sprung up from the northward, and all sail was made for Cape Hotham, to the southward of which it was now my intention to seek a direct passage towards Behring's Strait. Wellington Channel was as open and navigable to the utmost extent of our view as any part of the Atlantic; but as it lay at right angles to our course, and there was still an opening at least ten leagues wide to the southward of Cornwallis Island, I could fortunately have no hesitation in deciding which of the two it was our business to pursue. If, however, the sea to the westward, which was our direct course, had been obstructed by ice, and the wind had been favourable, such was the tempting appearance of Wellington Channel, that I should probably have been induced to run through it, as a degree more or less to the northward made little or no difference in the distance we had to run to Icy Cape. It is impossible to conceive any thing more animating than the quick and unobstructed run with which we were favoured, from Beechey

Island across to Cape Hotham. Most men have, probably, at one time or other, experienced that elevation of spirits which is usually produced by rapid motion of any kind; and it will readily be conceived how much this feeling was heightened in us, in the few instances in which it occurred, by the slow and tedious manner in which the greater part of our navigation had been performed in these seas. Our disappointment may therefore be imagined, when, in the midst of these favourable appearances, and of the hope with which they had induced us to flatter ourselves, it was suddenly reported from the crow's-nest, that a body of ice lay directly across the passage between Cornwallis Island and the land to the southward. As we approached this obstruction, which commenced about Cape Hotham, we found that there was, for the present, no opening in it through which a passage could be attempted. After lying-to for an hour, however, Lieutenant Beechey discovered from aloft, that one narrow neck appeared to consist of loose pieces detached from the main 'floes' which composed the barrier, and that, beyond this, there was a considerable extent of open water. The Hecla was immediately pushed into this part of the ice, and after a quarter of an hour's 'boring,' during which the breeze had, as usual, nearly deserted us, succeeded in forcing her way through the neck.* The Griper followed in the opening which the Hecla had made, and we continued our course to the westward, having once more a navigable sea before us. An opening was seen in the southern land, which I distinguished by the name of Cunningham Inlet. A bluff and remarkable cape, which forms the eastern point of it, obtained the name of Cape Gifford. To the eastward thereof, a thick haze covered the horizon, and it prevented us seeing more land in that direction; so that its continuity from hence to Cape Clarence still remained undetermined, while, to the westward, it seemed to be terminated rather abruptly by a headland, which I distinguished by the name of Cape Bunny.

"At noon, we had reached the longitude of 94° 43′ 15″, the latitude, by observation, being 74° 20′ 52″, when we found, that the land which then formed the western extreme on this side was a second island, which I named after Rear-Admiral Edward Griffith.

"At 2 P. M., having reached the longitude of 95° 07′, we came to some heavy and extensive 'floes,' which obliged us to tack, there being no passage between them. We beat to the northward during the whole of the afternoon, with a fresh breeze, in the hope of finding a narrow channel under the lee of Griffith Island. In this expectation, however, we were disappointed, for at 8 P. M. we were near enough to perceive, not only that the ice was quite close to the shore, but that it appeared not to have been detached from it at

* The operation of "boring" through loose ice consists in entering it under a press of sail, and forcing the ship through by separating the masses.

abdaring this season, we therefore bore up, and ran again to the southward, where the sea by this time had become rather more clear along the lee margin of a large "field" of ice, extending far to the westward*. The ice in this neighbourhood was covered with innumerable hummocks, and the floes were from seven to ten feet in thickness.

"It may here be remarked, as a fact not altogether unworthy of notice, that, from the time of our entering Sir James Lancaster's Sound, till we had passed the meridian of 92°, near which the northern shore of Barrow's Strait ceases to be continuous, the wind had invariably blown in a direction nearly due east or due west, being that of the shores of the strait. When, therefore, we experienced to-day, for the first time, a fresh breeze blowing steadily from the northward, or directly off the land, we were willing, though, perhaps, without much reason, to construe this circumstance into an additional indication of the shores near which we were now sailing being altogether composed of islands, down the channels between which the wind blew, and that no obstruction from continued land was any longer to be apprehended.

"After various unsuccessful attempts to get through the ice which now lay in our way, we were at length so fortunate as to accomplish this object by 'boring' through several heavy 'streams', which occasioned the ships to receive several severe shocks: and, at half an hour before midnight, we were enabled to pursue our course to the westward," the masses of ice being so much separated as to allow the ships to sail among them.

August 24th.—"At 7 A. M., we saw land to the northward of us, at the distance of nine or ten miles, which subsequently proved to be an island, and was named after Viscount Lowther." Some high and bold land to the southward, terminated to the eastward by a bluff headland, was named after Mr. Walker of the Hydrographical Office. "We here obtained soundings in 63 fathoms.

"It now became evident that all the land around us consisted of islands, and the comparative shoalness of the water made great caution necessary in proceeding, surrounded as we were by both land and ice in almost every direction." Two of these islands were named after Sir Humphrey Davy and Earl Bathurst.

August 25th.—"It was encouraging to find, while advancing to the westward as fast as an unfavorable wind would permit, that, although the

* When a sheet of ice is too extensive to be seen over from a ship's mast-head, it is called a "field."

sea beyond us was for the most part covered with a compact body of ice, yet that a channel of sufficient breadth was still left open for us between it and the shore, under the lee of Bathurst Island. The westernmost land now in sight was a cape, which I named after Sir George Cockburn. The water became very light coloured, as we stood in towards this part of the coast, and we tacked in 26 fathoms, at six or seven miles' distance from it."

August 26th.—"While beating round Cape Cockburn, we observed that the land to the westward of it swept into a large bay which I named after Sir Graham Moore. The weather was at this time remarkably serene and clear. We saw a line of ice to the southward of us, lying in a direction nearly east and west, and some more land appeared to the westward; yet the space of open water was still broad, and the prospect from the mast-head flattering. About 7 P. M., we were sufficiently near to the western land, to ascertain that it was part of another island, which I named after Sir Thomas Byam Martin; and by 8 o'clock we perceived that the body of ice to the southward, along which we had been sailing, took a turn to the north, and stretched quite in to the shore, near a low point, off which a great quantity of heavy ice was aground. At 10, finding that there was at present no passage to the westward, we hauled off to the S. E., in the hope of meeting with some opening in the ice to the southward, by which we might get round in the desired direction. We were encouraged in this hope by a dark 'water-sky', but after running along the ice till half-past eleven, without success, we again bore up to return towards the island. As we approached the south point of it, to which I gave the name of Cape Gillman, we found the ice in the same position as before; and I therefore hauled to the north-east, with the intention of attempting a passage round the north side of the island. In standing towards Cape Gillman, our soundings gradually decreased from 80 to 23 fathoms, the latter depth occurring at the distance of two to four miles from the shore."

August 28th.—"At 10 A. M., the wind being very light from the S. S. E., I despatched Captain Sabine and Mr. Ross, accompanied by Messrs. Edwards and Fisher, to the eastern point of the island, which we were about to round, in order to make the necessary observations, and to examine the natural productions of the shore. Our latitude at noon was 75° 3′ 12″, longitude 103° 44′ 37″, and the depth of water 40 fathoms. The gentlemen reported, on their return, that they had landed on a sandy beach, and found the island more productive, and altogether more interesting, than any other part of the shores of the polar regions which we had yet visited. The remains of Esquimaux habitations were found in

four different places. The latitude of the place of observation was 75° 9′ 23″, and the longitude, by chronometers, 103° 44′ 37″. The dip of the magnetic needle was 88° 25′ 58″, and the variation was now found to have changed from 128° 58′ W., in the longitude of 91° 48′, where our last observations on shore had been made, to 165° 50′ 9″ E., at our present station; so that we had, in sailing over the space included between those two meridians, crossed immediately to the northward of the magnetic pole, and had undoubtedly passed over one of those spots upon the globe, where the needle would have been found to vary 180°, or in other words, where its north pole would have pointed due south.

"The wind now became very light from the eastward, and the weather was so foggy that nothing could be done during the night but to stand off-and-on, by the soundings, between the ice and the land; as we had no other means of knowing the direction in which we were sailing, than by the decrease in the depth of water on one tack, and by making the ice on the other. The fog froze hard upon the rigging, which always makes the working of the ship a very laborious task, the size of the running ropes being sometimes thus increased to three times the proper diameter. About 4 A. M. on the 29th, the fog partially cleared away for a little while, when we observed that the ice was more open off Cape Gillman, than when we had before attempted to pass in that direction. At 5 o'clock, therefore, we made sail for the point, with a light easterly breeze; but at 7, when we had proceeded only two or three miles, the fog came on again as thick as before: fortunately, however, we had been enabled to take notice of several pieces of ice, by steering for each of which in succession we came to the edge of a 'floe,' along which our course was to be pursued to the westward. As long as we had this guidance, we advanced with great confidence; but as soon as we came to the end of the 'floe,' which then turned off to the southward, the circumstances under which we were sailing were, perhaps, such as have never occurred since the early days of navigation. To the northward was the land; the ice, as we supposed, to the southward; the compasses useless; and the sun completely obscured by a fog, so thick that the Griper could only now and then be seen at a cable's length astern. We had, literally, no mode of regulating our course but by once more trusting to the steadiness of the wind; and it was not a little amusing, as well as novel, to see the quarter-master conning the ship by looking at the dog-vane.

"On the 31st, we occasionally caught a glimpse of the land through the heavy fog-banks, with which the horizon was covered, which was sufficient to give us an idea of the true direction in which we ought to steer. Soon

after noon, we were once more enveloped in a fog, which, however, was not so thick as to prevent our having recourse to a new expedient for steering the ships. Before the fog re-commenced, and while we were sailing on the course which by the bearings of the land we knew to be the right one, the Griper was exactly astern of the Hecla, at the distance of about a quarter of a mile. The weather being fortunately not so thick as to prevent our still seeing her at that distance, the quarter-master was directed to stand aft, near the taffrail, and to keep her constantly astern of us, by which means we contrived to steer a tolerable straight course to the westward. The Griper, on the other hand, naturally kept the Hecla right a-head; and thus, however ridiculous it may appear, it is, nevertheless, true, that we steered one ship entirely by the other for a distance of ten miles out of sixteen and a half, which we sailed between one and eleven P. M."

Sept. 1.—"At half-past 8 A. M., the fog having suddenly cleared up, we found ourselves within four or five miles of a low point of land which was named after Mr. Griffiths, and which, being at the distance of six or seven leagues from Byam Martin Island, we considered to be part of another of the same group. At one A. M. on the 2nd, a star was seen, being the first that had been visible to us for more than two months. As we were making no way to the westward, I directed two boats to be prepared by each ship, for the purpose of making observations on shore, as well as to endeavour to kill deer; and at one P. M. I left the Hecla, accompanied by a large party of officers and men. We landed on a very flat sandy beach, which did not allow the boats to come nearer than their own length. The latitude of the place of observation here, which was within 100 yards of the beach, was 74° 58′, the longitude, by chronometers, 107° 8′ 31″, and the variation of the magnetic needle 151° 30′ 3″ easterly. We returned on board at half-past 8, and found that Lieutenant Beechey had, in the mean time, taken a number of useful soundings, and made other hydrographical remarks for carrying on the survey of the coast."

On the 4th Sept., at 9-15 P. M. Lieutenant Parry had the satisfaction of crossing the meridian of 110° west from Greenwich, in the latitude of 74° 44′ 20″; by which the expedition under his orders became entitled to the sum of Five Thousand Pounds, being the reward offered by Government, with the sanction of Parliament, to such of his Majesty's subjects as might succeed in penetrating thus far to the westward within the Arctic Circle. The western extreme of the land seen that day was named after Samuel Hearne, the well-known American traveller; and a bight of considerable extent, to the north-eastward of it, was afterwards called the Bay of the

Hecla and Griper. The names of Ross and Palmer had been previously given to two points of land; those of Skene, Beverley, and Bridport, to three inlets; and that of Dealy to a low sandy island near the entrance of the latter opening.

"We continued our course toward Cape Hearne till midnight, when the weather being too dark to run any longer with safety, the ships were hove-to. One black whale was seen in the course of this day's navigation, off Bridport Inlet.

"At a quarter before 3 A. M., on the 5th, we tacked, and stood to the westward, with the hope of getting past Cape Hearne, the wind being moderate from the northward, and weather thick with snow; shortly after we shoaled the water quickly from 25 to 13, and then to 9 fathoms. Tacked in the latter depth, believing that we were approaching a shoal. We afterwards found, that we had at this time been actually within 300 or 400 yards of Cape Hearne, which is so surrounded by heavy ice at a sufficient distance from the shore, that it would perhaps be difficult to run a ship aground upon it. The error into which we were here led, as to our distance from the beach, arose from the extreme difficulty of distinguishing, even in broad day-light, between the ice and the land, when the latter is low and shelving, and completely covered with snow; by the uniform whiteness of which, they are so completely blended, as to deceive the best eye.

"Having stood again to the westward, to take a nearer view of the ice, we perceived that it lay quite close in with Cape Hearne, notwithstanding the northerly wind which, for the last 36 hours, had been blowing from the shore, and which had drifted the ice some distance to the southward, in every part of the coast along which we had lately been sailing. This circumstance struck us very forcibly at the time, as an extraordinary one; and it was a general remark among us, that the ice must either be aground in shoal-water, or that it butted against something to the southward, which prevented its moving in that direction. Appearances being thus discouraging, nothing remained to be done but to stand off-and-on near the point, and carefully to watch for any opening that might occur.

"The wind increasing to a fresh gale from the northward in the afternoon, and the ice still continuing to oppose an impenetrable barrier to our further progress, I determined to beat up to the northern shore of the bay, and, if a tolerable roadstead could be found, to drop our anchors till some change should take place. This was accordingly done at 3 P. M., in seven fathoms' water, the bottom being excellent holding ground, composed of mud and sand, from which the lead could with difficulty be extricated. When we veered to half a cable, we had ten fathoms' water under the stern. I had great reason to be satisfied with our having anchored, as the wind shortly after blew a hard gale from the northward. The island, on which our boats now landed for the second time, and which is much the

largest of the group we had lately discovered, I honored with the name of Melville Island, after the First Lord of the Admiralty*.

"The Bay of the Hecla and Griper was the first spot where we had dropped anchor since leaving the coast of Norfolk; a circumstance rendered the more striking to us at the moment, as it appeared to mark, in a very decided manner, the completion of one stage of our voyage. The ensigns and pendants were hoisted as soon as we had anchored, and it created in us no ordinary feelings of pleasure to see the British flag waving, for the first time, in these regions, which had hitherto been considered beyond the limits of the habitable part of the world."

On the following day, a small harbour was discovered, and named after Mr. Fife, the Greenland master of the Griper. At 6 P. M., the expedition succeeded in rounding Cape Hearne, at the distance of a mile and a quarter; and Lieutenant Parry was beginning once more to indulge in flattering hopes, when he perceived, from the crow's nest, a compact body of ice, extending completely in to the shore near the western extreme, which was called Cape Providence, from the circumstance of Mr. Fife and two men, who had lost their way while on a shooting excursion, having returned on board in safety, after an absence of *ninety-one* hours. In less than two hours after their return, the wind increased to a hard gale, and the thermometer had fallen to 15°; "making altogether so inclement a night, that it would have been impossible for them, in their already debilitated state, to have survived." One of these men, when asked what they had lived upon, dryly replied, "Lived upon—the Duke of Wellington never lived so well. We had grouse for breakfast, grouse for dinner, and grouse for supper, to be sure!" On the 14th Sept., at 3 A. M., the thermometer fell to 9°; "and from this time," says Lieutenant Parry, "the commencement of winter may fairly be dated. On the following day we were abreast of Cape Providence, and observed another headland, more high and bold in its appearance, which was called Cape Hay.

"We remarked now, for the first time, that a strong current was setting to the westward, directly against a fresh gale from that quarter, and this

* The length of Melville Island, in an E. N. E. and W. S. W. direction, is about 135 miles, and the breadth from 40 to 50 miles.

observation we had frequent opportunities of repeating, immediately after the springing up of a breeze, in the Polar Seas. But on the 20th, the advanced period of the season, the unpromising appearance of the ice to the westward, and the risk to the ships with which the navigation had been attended for some days past, naturally led me to the conclusion that, under these circumstances, the time had arrived, when it became absolutely necessary to look out for winter-quarters. * * * * The opinions of the officers entirely concurring with my own, as to the propriety of immediately resorting to this measure, I determined, whenever the ice and the weather would allow, to run back to the Bay of the Hecla and Griper, in which neighbourhood alone we had any reason to believe that a suitable harbour might be found."

On the 22nd, at 8 P. M., the Hecla brought up a little to the eastward of her former anchorage; but the Griper, having dropped several miles astern in the course of the day, was obliged to be secured to the grounded ice off Cape Hearne, to prevent her being frozen up at a greater distance from the land. Next day Lieutenant Parry examined Fife's harbour, and proceeded from thence to another, a short distance to the westward, which he selected for his winter-quarters, determining to cut a canal through the ice, in order to get the ships into a secure situation. By half-past 8 A. M. on the 24th, both of them were anchored in the proper position for commencing this laborious task, the performance of which he thus describes.

"As soon as our people had breakfasted, I proceeded, with a small party of men, to sound *, and to mark with boarding-pikes upon the ice, the most direct channel we could find to the anchorage; having left directions for every other officer and man in both ships to be employed in cutting the canal. This operation was performed by first marking out two parallel lines, distant from each other a little more than the breadth of the larger ship. Along each of these lines a cut was then made with an ice-saw, and others again at right angles to them, at intervals of from 10 to 20 feet apart; thus dividing the ice into a number of rectangular pieces, which it was necessary to subdivide diagonally, in order to give room for their being floated out of the canal. To facilitate the latter part of the process, the seamen, who are always fond of doing things in their own way, took advantage of a fresh northerly breeze, by setting some boats' sails upon the pieces of ice, a contrivance which saved some time and labour. This part of the operation, however, was by far the most troublesome, princi-

* By making holes in the ice and dropping the leads through.

partly on account of the quantity of young ice which formed in the canal, and especially about the entrance, where, before sun-set, it had become so thick that a passage could no longer be found for the detached pieces without considerable trouble in breaking it. At half-past 7 P. M. we weighed our anchors, and began to warp up the canal, but the northerly wind blew so fresh, and the people were so much fatigued, having been almost constantly at work for nineteen hours, that it was midnight before we reached the termination of our first day's labour.

"All hands were again set to work on the morning of the 25th, when it was proposed to sink the pieces of ice, as they were cut, under the floe, instead of floating them out, the latter mode having now become impracticable on account of the lower part of the canal, through which the ships had passed, being hard frozen during the night. To effect this, it was necessary for a certain number of men to stand upon one end of the piece which it was intended to sink, while others, hauling at the same time upon ropes attached to the opposite end, dragged the block under that part of the floe on which they stood. The officers of both ships took the lead in this employ, several of them standing up to their knees in water frequently during the day, with the thermometer generally at 12°, and never higher than 16°. At six P. M., we began to move the ships. The Griper was made fast astern of the Hecla, and their crews being divided on each bank of the canal, with ropes from the Hecla's gangways, soon drew them along to the end of our second day's work.

Sunday the 26th.—"I should, on every account, have been glad to have made a day of rest to the officers and men; but the rapidity with which the ice increased in thickness, in proportion as the general temperature of the atmosphere diminished, would have rendered a day's delay of serious importance. I ordered the work, therefore, to be continued at the usual time in the morning; and such was the spirited and cheerful manner in which my orders were complied with, as well as the skill which had now been acquired in the art of sawing and sinking the ice, that although the thermometer was at 6° in the morning, and rose no higher than 9° during the day, we had completed the canal at noon, having effected more in four hours than on either of the two preceding days. The whole length of this canal was 4082 yards, and the average thickness of the ice was seven inches.

"At half-past one, P. M., we began to track the ships along in the same manner as before, and at a quarter-past three we reached our winter-quarters, and hailed the event with three loud and hearty cheers from both ships' companies. The ships were in five fathoms water, a cable's length from the beach on the north-western side of the harbour, to which I gave the name of Winter Harbour; and I called the group of islands which we had discovered in the Polar Sea,

New Georgia; but having afterwards recollected that this name is already occupied in another part of the world, I changed it to that of the NORTH GEORGIAN ISLANDS, in honor of our gracious Sovereign."

Among the many fortunate circumstances which had attended the Hecla and Griper during this first season of their navigation, there was none more striking than the opportune time at which they were securely placed in Winter Harbour; for on the very night of their arrival, the thermometer fell to —1°; and, on the following day, the sea was observed from the hills to be quite frozen over, as far as the eye could reach; nor was there any open water seen after this period until the early part of July, 1820.

"Having reached this station, where, in all probability, we were destined to remain for at least eight or nine months, during three of which we were not to see the face of the sun, my attention was immediately, and imperiously, called to various important duties; many of them of a singular nature, such as had for the first time devolved on any officer in H. M. navy, and might indeed be considered of rare occurrence in the whole history of navigation. The security of the ships, and the preservation of the various stores, were objects of immediate concern. A regular system, to be adopted for the maintenance of good order and cleanliness, as most conducive to the health of the crews, during the long, dark, and dreary winter, equally demanded my attention. Not a moment was lost, therefore, in the commencement of our operations; the whole of the masts were dismantled except the lower ones, and the Hecla's main-top-mast; the lower yards were lashed fore and aft amidships, to support the planks of the housing intended to be erected over the ships; and the whole of this was afterwards roofed over with a cloth" similar to that with which waggons are usually covered. "The boats, spars, running-rigging, and sails, were removed on shore; and as soon as the ships were secured and housed over, my whole attention was directed to the health and comfort of the officers and men.

"Under circumstances of leisure and inactivity, such as we were now placed in, and with every prospect of its continuance for a very large portion of the year, I was desirous of finding some amusement for the men during this long and tedious interval. I proposed, therefore to the officers of both ships to get up a play occasionally on board the Hecla, as the readiest means of preserving among our crews that cheerfulness and good-humour which had hithe to subsisted. In this proposal I was readily seconded by them; and Lieutenant Beechey having been duly elected, as stage-manager, our first performance was fixed for the 5th November, to the great delight of both ships' companies. In these amusements I gladly

undertook a part myself, considering that an example of cheerfulness, by giving a direct countenance to every thing that could contribute to it, was not the least essential part of my duty.

"In order still further to promote good humour among ourselves, as well as to furnish amusing occupation, during the hours of constant darkness, we set on foot a weekly newspaper, which was to be called the 'North Georgia Gazette and Winter Chronicle,' and of which Captain Sabine undertook to be the editor, under the promise that it was to be supported by original contributions from the officers of both ships; and though some objection may, perhaps, be raised against a paper of this kind being generally resorted to in ships of war, I was too well acquainted with the discretion, as well as the excellent dispositions of my officers, to apprehend any unpleasant consequences from a measure of this kind: instead of which I can safely say, that the weekly contributions had the happy effect of employing the leisure hours of those who furnished them, and of diverting the mind from the gloomy prospect which would sometimes obtrude itself on the stoutest heart.

"All the water which we made use of while within the polar circle was procured from snow, either naturally or artificially dissolved. Soon after the ships were laid up for the winter, it was necessary to have recourse entirely to the latter process, which added materially to the expenditure of fuel. The snow for this purpose was dug out of the drifts, which formed upon the ice round the ships, and dissolved in the coppers. We found it necessary always to strain the water thus procured, on account of the sand which the heavy snow-drifts brought from the island, after which it was quite pure and wholesome. * * * * * On the 16th Oct. the meridian altitude of the sun was observed by an artificial horizon, which I notice from the circumstance of its being the last time we had an opportunity of observing it for about four months. A thermometer placed in the sun at noon, on the 18th, rose only to — 9°, the temperature in the shade being — 16°."

The ice, now twenty-three inches in thickness, had by this time become so firmly attached to the bends of the ships, that they were completely imbedded in it, and the operation of cutting round them occupied their crews almost the whole of two days. The attempt to keep it clear by continual daily sawing was obliged to be abandoned about the middle of November, as the men almost always got their feet wet, from which the most injurious effects upon their health were likely to result. By the 17th December, the water in the Hecla's well became completely frozen, so that it was no longer possible to work the pumps had they been required. About the same time, a more serious inconvenience began to be experienced

from the bursting of the lemon-juice bottles by frost, the whole contents being frequently frozen into a solid mass, except a small portion of highly concentrated acid in the centre, which, in most instances, was found to have leaked out, so that when the ice was thawed it was little better than water. This evil increased to a very alarming degree in the course of the winter. The vinegar also became frozen in the casks in the same manner, and lost a great deal of its acidity when thawed.

"This circumstance," says Lieutenant Parry, "conferred an additional value on a few gallons of very highly-concentrated vinegar, which had been sent out on trial upon this and the preceding voyage, and which, when mixed with six or seven times its own quantity of water, was sufficiently acid for every purpose. This vinegar, when exposed to the temperature of 25° below zero, congealed only into a consistence like that of the thickest honey, but was never sufficiently hard to break any vessel which contained it.

"*Dec.* 22.—We had now reached the shortest day; and such was the occupation which we had hitherto contrived to find during the first half of our long and gloomy winter, that the quickness with which it had come upon us was a subject of general remark. So far, indeed, were we from wanting that occupation of which I had been apprehensive, especially among the men, that it accidentally came to my knowledge about this period that they complained of not having time to mend their clothes. This complaint I was as glad to hear, as desirous to rectify. * * * * It may not, perhaps, be considered wholly uninteresting, to know in what manner our time was thus so fully occupied throughout the long and severe winter, which it was our lot to experience, and particularly during a three months' interval of nearly total darkness.

"The officers and quarter-masters were divided into four watches, which were regularly kept, as at sea, while the remainder of the ship's company were allowed to enjoy their night's rest undisturbed. The hands were turned up at a quarter-before six, and both decks were well rubbed with stones and warm sand before eight o'clock, at which time, both officers and men went to breakfast. Three quarters of an hour being allowed afterwards for the men to prepare themselves for muster, we beat to divisions punctually at a quarter-past nine, when every person in the ship attended on the quarter-deck, and a strict inspection of the men took place, as to their personal cleanliness, and the good condition, as well as sufficient warmth, of their clothing. The reports of the officers having been made to me, the people were then allowed to walk about, or, more usually to run round the upper-deck, while I went down to examine the state of that below, accompanied by Lieutenant Beechey and Mr. Edwards. The state of this deck may be

said, indeed, to have constituted the chief source of our anxiety, and to have occupied by far the greatest share of our attention at this period. Whenever any dampness appeared, or, what more frequently happened, any accumulation of ice had taken place during the preceding night, the necessary means were immediately adopted for removing it; in the former case, usually by rubbing the wood with cloths, and then directing the warm air-pipe towards the place*; and in the latter, by scraping off the ice, so as to prevent its wetting the deck by any accidental increase of temperature. In this respect the bed-places were particularly troublesome; the inner partition, or that next the ship's side, being almost invariably covered with more or less dampness or ice, according to the temperature of the deck during the preceding night. This inconvenience might to a great degree have been avoided, by a sufficient quantity of fuel to keep up two good fires on the lower-deck, throughout the twenty-four hours; but our stock of coals would by no means permit this, bearing in mind the possibility of our spending a second winter within the arctic circle; and this comfort could only, therefore, be allowed on a few occasions, during the most severe part of the winter.

"In the course of my examination of the lower-deck, I had always an opportunity of seeing those few men who were on the sick list, and of receiving from Mr. Edwards a report of their respective cases, as also of consulting that gentleman as to the means of improving the warmth, ventilation, and general comfort of the inhabited parts of the ship. Having performed this duty, we returned to the upper deck, where I personally inspected the men; after which they were sent out to walk on shore, when the weather would permit, till noon, when they returned on board to their dinner. When the day was too inclement for them to take this exercise, they were ordered to run round and round the deck, keeping step to the tune of an organ, or, not unfrequently, to a song of their own singing. Among the men were a few who did not at first quite like this systematic mode of taking exercise; but when they found that no plea, except that of illness, was admitted as an excuse, they not only willingly and cheerfully complied, but made it the occasion of much humour and frolic among themselves.

"The officers, who dined at two o'clock, were also in the habit of occupying one or two hours, in the middle of the day, in rambling on shore, even in our darkest period, except when a fresh wind and a heavy snow-drift confined them within the housing of the ships. It may well be imagined that, at this period, there was but little to be met with in our walks on shore, which could either amuse or interest us. The necessity of not exceeding the limited distance of one or two miles, lest a snow-drift, which often rises

* An apparatus was attached to the galley-range, for conveying, by means of pipes, two inches in diameter, a current of heated air between decks.

very suddenly, should prevent our return, added considerably to the dull and tedious monotony which, day after day, presented itself. To the southward was the sea, covered with one unbroken surface of ice, uniform in its dazzling whiteness, except that, in some parts, a few hummocks were seen thrown up somewhat above the general level. Nor did the land offer much greater variety, being entirely covered with snow, except here and there a brown patch of bare ground in some exposed situations, where the wind had not allowed the snow to remain. When viewed from the summit of the neighbouring hills, on one of those calm and clear days, which not unfrequently occurred during the winter, the scene was such as to induce contemplations which had, perhaps, more of melancholy than of any other feeling.

"Not an object was to be seen on which the eye could long rest with pleasure, unless when directed to the spot where the ships lay, and where our little colony was planted. The smoke which there issued from the several fires, affording a certain indication of the presence of man, gave a partial cheerfulness to this part of the prospect; and the sound of voices, which, during the cold weather, could be heard at a much greater distance than usual, served now and then to break the silence which reigned around us, a silence far different from that peaceable composure which characterizes the landscape of a cultivated country; it was the death-like stillness of the most dreary desolation, and the total absence of animated existence.

"In the afternoon, the men were usually occupied in drawing and knotting yarns, and in making points and gaskets; a never-failing resource, where mere occupation is required, and which it was necessary to perform entirely on the lower deck, the yarns becoming so hard and brittle, when exposed on deck to the temperature of the atmosphere, as to be too stiff for working, and very easily broken.

"At half-past 5 in the evening, the decks were cleared up; and at 6, we again beat to divisions, when the same examination of the men, and of their berths and bed-places, was made, as in the morning; the people then went to their supper, and the officers to tea. After this time, the men were permitted to amuse themselves as they pleased; and games of various kinds, as well as dancing and singing occasionally, went on upon the lower deck till nine o'clock, when they went to bed, and their lights were extinguished. * * *. It is scarcely necessary to add, that the evening occupations of the officers were of a more rational kind than those which engaged the attention of the men. Of these, reading and writing were the principal, to which were occasionally added a game of chess, or a tune on the flute or violin, till half-past ten, about which time we all retired to rest.

"Such were the employments which usually occupied us for six days in the week, with such exceptions only as circumstances at the time suggested. On Sundays, divine service was invariably performed, and a sermon read on board both ships; the prayer appointed to be daily used at sea being altered, so as to adapt it to the service in which we were engaged, the success which had hitherto attended our efforts, and the peculiar circumstances under which we were at present placed. The attention paid by the men to the observance of their religious duties, were such as to reflect upon them the highest credit, and tended, in no small degree, to the preservation of that regularity and good conduct, for which, with very few exceptions, they were invariably distinguished.

"Our theatrical entertainments took place regularly once a fortnight, and continued to prove a source of infinite amusement to the men. Our stock of plays was so scanty, consisting only of one or two volumes, which happened accidentally to be on board, that it was with difficulty we could find the means of varying the performances sufficiently; our authors, therefore, set to work, and produced as a Christmas piece, a musical entertainment, expressly adapted to the audience, and having such a reference to the service on which we were engaged, and the success we had so far experienced, as at once to afford a high degree of present recreation, and to stimulate, if possible, the sanguine hopes which were entertained by all, of the complete accomplishment of our enterprise.

"We were at one time apprehensive, that the severity of the weather would have prevented the continuance of this amusement; but the perseverance of the officers overcame every difficulty; and, perhaps for the first time since theatrical entertainments were invented, *more than one or two plays were performed, on board the Hecla, with the thermometer below zero on the stage.*

"The snow which falls during the severe winter of this climate is composed of spiculæ so extremely minute, that it requires very little wind to raise and carry it along. To mark Christmas day in the best manner which circumstances would permit, divine service was performed; and I directed a small increase in the usual proportion of fresh meat, as well as an additional allowance of grog, a piece of English roast-beef, which formed part of the officers' dinner, had been on board since the preceding May, and preserved without salt during that period, merely by the antiseptic properties of a cold atmosphere."

* A large quantity of the meats preserved by Messrs. Donkin and Co. without salt, as well as of their vegetable and concentrated soups, was embarked, and placed at the discretion of Captain Parry, who, by the substitution of them, in lieu of proportional quantities of salt beef, greatly improved the diet of the men.

The 7th of January, 1820, was one of the most severe days to the feelings which our voyagers experienced during the winter; the wind, in the morning, blowing strong from the northward, with a heavy snow-drift; and the temperature of the atmosphere, at noon, having got down to 49° below zero, being the greatest degree of cold which they had yet experienced. On the evening of the 15th, the atmosphere being clear and serene, they were gratified by a sight of the only very brilliant and diversified display of Aurora Borealis, which occurred during their stay in Winter Harbour. It is almost impossible for words to give an idea of the beauty and variety which this magnificent phenomenon displayed.

On the 3rd of February, at 20 minutes before apparent noon, the sun was seen from the Hecla's main-top, being the first time that this luminary had been visible since the 11th of November, a period of exactly twelve weeks. The time of its remaining actually beneath the horizon, independently of the effects of atmospherical refraction, was 96 days.

In the course of the winter, there was often an appearance in the southern horizon very much resembling land at a distance. This appearance was unusually well defined, on the 3rd Feb., and seemed to terminate in a very abrupt and decided manner, on a S. b. E. bearing from the Hecla. On the 9th of that month, Captain Sabine's observatory on shore was burnt down, but fortunately the clocks, transit, and other valuable instruments were saved, and nothing of any material consequence suffered injury. This house had been built of fir-plank, intended for the future construction of spare boats, and its sides being double, with moss placed between the inner and outer planks, a high temperature could be kept up in it without difficulty by a single stove. Speaking of its destruction, Lieutenant Parry says:—

"The appearance which our faces presented at the fire was a curious one, almost every nose and cheek having become quite white with frost-bites in five minutes after being exposed to the weather; so that it was deemed necessary for the medical gentlemen, together with some others appointed to assist them, to go constantly round, while the men were working at the fire, and to rub with snow the parts affected, in order to

restore animation. Notwithstanding this precaution, which, however, saved many frost-bites, we had an addition of no less than 16 men to the sick-lists of both ships in consequence of the accident. Among these there were four or five cases which kept the patients confined for several weeks; but John Smith, Captain Sabine's servant, who, together with Serjeant Martin, of the artillery, happened to be in the house at the time the fire broke out, was unfortunate enough to suffer much more severely. In their anxiety to save the dipping-needle, which was standing close to the stove, and of which they knew the value, they immediately ran out with it; and Smith, not having time to put on his gloves, had his fingers in half an hour so benumbed, and the animation so completely suspended, that on his being taken on board by Mr. Edwards, and having his hands plunged into a basin of cold water, the surface of the water was immediately frozen by the intense cold thus suddenly communicated to it; and, notwithstanding the most humane and unremitting attention paid to them by the medical gentlemen, it was found necessary, some time after, to resort to the amputation of a part of four fingers on one hand, and three on the other."

The 5th of March was the first day to which they could attach the idea of spring, and they now began to flatter themselves, that the season had taken that favorable change for which they had long been looking with extreme anxiety and impatience. This hope was much strengthened on the 7th, by the thawing of a small quantity of snow in a favorable situation upon the black paint work of the ship's stern, which exactly faced the south, being the first time that such an event had occurred for more than five months. The thermometer had then got up to zero, which it had never before done since the 17th of December. On the 9th, however, the wind blew a hard gale from the N. W., raising a snow-drift which made the day almost as inclement as in the midst of winter; and, on the 14th, the thermometer had once more fallen as low as —28°. On the 23rd, the ice was still 6½ feet thick in the middle of Winter Harbour; and the snow on its surface eight inches deep. The length of the day had now so much increased, that at midnight on the 26th, "there was a very sensible twilight in the northern quarter of the heavens; and," says Lieutenant Parry, "such was the rapidity with which this part of the season appeared to us to have come round, that we could with difficulty picture to

ourselves the total darkness from which we had so lately emerged.

"Being extremely anxious to get rid, as early as possible, of the drying of our washed clothes upon the lower deck, I had to-day a silk handkerchief washed, and hung up under the stern, in order to try the effect of the sun's rays upon it. In four hours it became thoroughly dry, the thermometer in the shade being from —18° to —6° at the time. This was the first article that had been dried without artificial heat for six months, and it was yet another month before flannel could be dried in the open air. When this is considered, as well as that, during the same period, the airing of the bedding, the drying of the bed-places, and the ventilation of the inhabited parts of the ship, were wholly dependent on the same means, and this with a very limited supply of fuel, it may, perhaps, be conceived, in some degree, what unremitting attention was necessary to the preservation of health, under circumstances so unfavorable, and even prejudicial."

The fine and temperate weather with which the month of April concluded, induced Captain Sabine to set the clocks going, in order to commence his observations for the pendulum, and he now took up his quarters in a new house for that purpose. On the 1st of May, however, it blew a strong gale from the northward, which made it impossible to keep up the desired temperature; and so heavy was the snow-drift, that in a few hours the observatory was nearly covered. The sun was seen at midnight, for the first time this season.

On the 6th, the thermometer rose no higher than +8½° during the day; but, as the wind was moderate, and it was high time to endeavour to get the ships once more fairly afloat, Lieutenant Parry gave orders to commence the operation of cutting the ice about them; and, as the expedition, at its departure from England, had been victualled for no more than two years, he considered it expedient, as a matter of precaution, to reduce the daily allowance of every species of provisions to two-thirds of the established proportion, and to renew a former "game-law," by which it was enacted, that every animal killed by the various shooting parties should be considered as public property, and regularly issued, in lieu of other meat, without the slightest distinction between the messes of the officers and those of the ships' companies. "On the 17th," says he, "we completed the operation of cutting the

ice round the Hecla, which was performed in the following manner:—

"The ice alongside was found to be six feet thick, being about eighteen inches less than the average thickness of it in the harbour, owing principally to our having continued to cut it round the ships for some time after the commencement of the winter season. We began by digging a large hole under the stern, in order to enter the saw, which occupied us nearly two days, only a small number of men being able to work at it. In the mean time, all the snow and rubbish was cleared away from the ship's sides, leaving only the solid ice to work upon; and a trench, two feet wide, was cut the whole length of the starboard side, from the stem to the rudder, keeping within an inch or two of the bends, and taking care here and there to leave a dike, to prevent the water which might ooze into one part from filling up the others in which the men were working. In this manner was the trench cut with axes, to the depth of about four feet and a half, leaving only 18 inches for the saws to cut, except in those places where the dikes remained. The saw being then entered in the hole under the stern, and suspended by a triangle made of spars, was worked in the usual manner; one cut was made on the outer part of the trench, and a second within an inch or two of the bends, in order to avoid injuring the planks. A small portion of ice, broken off now and then by bars, handspikes, and ice-chisels, floated to the surface, and was hooked out by piece-meal. When the work men had completed the trench within 10 or 12 feet of the stern, the ship suddenly disengaged herself from the ice, to which she had before been firmly adhering on the larboard side, and rose in the water about ten inches abaft, and nearly eighteen inches forward, with a considerable surge. This circumstance, on consideration, it was not difficult to explain. In the course of the winter, the strong eddy winds about the ships had formed round them a drift of snow, 7 or 8 feet deep in some parts, and, perhaps, weighing 100 tons, by which the ice, and the ships with it, were carried down much below the natural level at which they would otherwise have floated. In the mean time the ships had become considerably lighter, from the expenditure of several months provisions; so that, on both these accounts, they had naturally a tendency to rise in the water as soon as they were set at liberty."

During the re-equipment of the ships, Lieutenant Parry and Captain Sabine, accompanied by Messrs. Nias, Reid, and Fisher, Serjeant Martin, and five other men, travelled across Melville Island and discovered another to the north-eastward, which was named after Captain Sabine; they then proceeded, in a westerly direction until they came to a spacious gulf, which was named after Lieutenant Liddon. The headlands terminating its north and south shores received the

names of Beechey and Hoppner. In the course of this tour, which occupied fifteen days, they met with the remains of six Esquimaux' habitations. On the 14th of July, a boat passed, for the first time, between the Hecla and the shore; and on the following day, the same kind of communication was practicable between her and the Griper. In the night of the 31st, the whole body of ice in Winter Harbour was perceived to be moving slowly out to the south-eastward. On the following day, the ships were once more under sail; and on the morning of the 7th August, Lieutenant Beechey, from the top of a hill near Cape Hay, to which he had been sent for the purpose of ascertaining the state of the ice, discovered land at a considerable distance, its extremes bearing W. S. W. and S. S. W., and the loom of it extending as far round to the left as S. E. "This land, which extends beyond the 117th degree of west longitude, and is the most western yet discovered in the Polar Sea, to the northward of the American continent, was honored with the name of Banks's Land, out of respect to the late venerable and worthy president of the Royal Society."

On the 15th, after experiencing "a continued series of vexations, disappointments, and delays," the ships were completely beset by heavy loose ice, and obliged to be secured within some large masses, lying aground near the beach of Melville Island, where they remained for several days, in a constant state of danger. They were then in lat. 74° 26′ 25″, and longitude, by chronometers, 113° 54′ 43″; the westernmost point to which the navigation of the Polar Sea, to the northward of the American continent, has yet been carried. The direct distance to Icy Cape was then between 800 and 900 miles, while that which the expedition had advanced towards it, since leaving Winter Harbour, fell short of 20 leagues.

On the 23d, there being no appearance whatever of clear water to the westward of their present station, Lieutenant Parry called for the opinions and advice of Lieutenants Liddon, Beechey, and Hoppner, Captain Sabine, and Messrs. Edwards and Hooper, being desirous of profiting by their united judgment and experience, previous to forming his ulti-

mate decision as to the measures most proper to be pursued, for the advancement of the public service and the security of the ships and people committed to his charge. On receiving their answers, says he:

"It was gratifying to me to find that they unanimously agreed with me in opinion, that any further attempt to penetrate to the westward in our present parallel would be altogether fruitless, and attended with a considerable loss of time, which might be more usefully employed. They also agreed with me in thinking, that the plan I had proposed to adopt of running back along the edge of the ice to the eastward, in order to look out for an opening that might lead us towards the American continent, was, in every respect, the most advisable; and that, in the event of failing to find any such opening, after a reasonable time spent in search, it would be expedient to return to England rather than risk the passing another winter in these seas, without the prospect of attaining any adequate object, namely, that of being able to start from an advanced station at the commencement of the following season."

On his return to Barrow's Strait, Lieutenant Parry named several newly discovered islands and capes after Captains Baker and Capel, Major Rennell, Dr. Somerville, &c. &c.

"Having now traced the ice the whole way from the longitude of 114° to that of 90°, without discovering any opening to encourage a hope of penetrating it to the southward, I could not entertain the slightest doubt, that there no longer remained a possibility of effecting our object with the present resources of the expedition; and that it was, therefore, my duty to return to England with the account of our late proceedings, that no time might be lost in following up the success with which we had been favored, should H. M. government consider it expedient to do so. Having informed the officers and men of both ships of my intentions, I directed the full allowance of provisions to be, in future, issued, with such a proportion of fuel as might contribute to their comfort; a luxury which, on account of the necessity that existed for the strictest economy in this article, it must be confessed, we had not often enjoyed since we entered Sir James Lancaster's Sound. We had been on two-thirds allowance of bread between ten and eleven months, and on the same reduced proportion of the other species of provisions, between three and four; but, although this quantity is scarcely enough for working men for any length of time, I believe the reduction of fuel was generally considered by far the greater privation of the two."

Lieutenant Parry now ran along the south shore of Barrow's Strait, at the distance of four or five leagues, and gave

the name of Admiralty Inlet to an opening to the eastward of Cape York; naming a headland which forms one point of the entrance after the Right Honorable Charles Yorke, late first Lord of the Admiralty; and another, near it, after Lieutenant (now Sir John) Franklin. After quitting Sir James Lancaster's Sound, he surveyed the western coast of Baffin's Bay, till stopped by ice in the latitude of 68° 15′ 20″ and longitude 65° 48′ 38″. On the 3rd Sept. Lieutenant Parry passed some of the highest ice-bergs he had ever seen, one of them being not less than from 150 to 200 feet above the sea; and on the 6th, he was visited by several Esquimaux, from an inlet named the river Clyde; one of whom was prevailed on to sit pretty quiet while Lieutenant Beechey made a drawing of him. The whole party seemed much pleased, and expressed their delight by jumping, and by loud and repeated ejaculations. Lieutenant Parry and Captain Sabine landed upon an island, in order to observe the end of an eclipse of the sun, as well as to obtain the other usual observations, together with angles for the survey of that inlet.

"On the second of October, in scudding before the wind, under the main-top-sail, a heavy sea struck the Hecla on the larboard quarter, rendering it necessary to press her forward under more canvass, by which we lost sight of the Griper in the course of the morning. * * * * On the afternoon of the 16th, the sea being very high and irregular, and the ship pitching with considerable violence, the bowsprit was carried away close to the gammoning, and the fore-mast and main top-mast immediately followed it over the side. * * * * On the 29th, we made Buchaness; and next day, the wind having come to the southward, I landed at Peterhead, accompanied by Captain Sabine and Mr. Hooper, having directed Lieutenant Beechey to proceed with all possible despatch to Leith. Both ships came into the river Thames about the middle of November, and were paid off at Deptford, on the 21st of the following month."

Lieutenant Parry was advanced to the rank of Commander, Nov. 4, 1820; the day after his arrival at the Admiralty. On the 19th December, the Bedfordean gold medal of the Bath and West of England Society for the encouragement of Agriculture, Arts, Manufactures, and Commerce, was unanimously voted to him, and it was afterwards resolved,

that a subscription should be opened with the view of purchasing a piece of plate for "the Explorer of the Polar Sea." On the 24th Mar. 1821, he was presented with the freedom of the city of Bath, in a box of oak, highly and appropriately ornamented. One-half of the parliamentary reward, for penetrating to the meridian of 110° west longitude within the arctic circle, was distributed in the following proportions:—

Captain Parry, 1,000*l*.; Lieutenant Liddon, 500*l*.; Lieutenants Beechey and Hoppner, Captain Sabine, and Messrs. Allison and Fife, each 200*l*. The other moiety was divided among the remaining officers and men, in shares proportioned to their several ranks and ratings. We should here observe also that Messrs. Nias, Reid, Dealy, Palmer, and Skene, midshipmen, and the assistant surgeons of the Hecla and Griper, were promoted, on the paying off of those ships in Dec. 1820.

The discoveries made by the late expedition being such as to afford a strong presumption in favor of the existence of a N. W. passage from the Atlantic into the Pacific, the Lords of the Admiralty were pleased to honor Captain Parry with the command of another, to be equipped at Deptford, for the purpose of exploring Repulse Bay, and every bend or inlet to the north of Wager River. The ships employed on this occasion were the Fury bomb, for which he received his commission on the 30th Dec. 1820; and the Hecla, commanded by Captain George Francis Lyon, the friend and late companion of Ritchie, the celebrated African traveller. The other officers, &c. attached to the new expedition were, *in the Fury*, Lieutenants Nias and Reid; Mr. Allison, Greenland master; Mr. John Bushnan, assistant-surveyor, of whom a biographical notice is given in the Index to the Annual Obituary and Biography for 1825; Mr. George Fisher, astronomer and acting chaplain; Mr. Edwards, surgeon; Mr. Hooper, purser; Messrs. James Clark Ross, John Henderson, and Francis Rawdon Moira Crozier, midshipmen; Mr. James Skeoch, assistant-surgeon; and Mr. Halse, captain's-clerk:—*in the Hecla*, Lieutenants Hoppner and Charles Palmer; Mr. Fife, Greenland master; Mr. Alexander

Fisher, surgeon; Mr. John Jermain, purser; Messrs. Joseph Sherer, Charles Richards, William Nelson Griffiths, and Edward Bird, midshipmen; Mr. Allan M'Laren, assistant-surgeon; and Mr. Mogg, captain's-clerk. The total number of officers, seamen, and marines, on board both ships, was 121.

Captain Parry sailed from the Nore, accompanied by the Hecla, and a transport laden with provisions and stores, May 8th, 1821, about which period he thus expressed himself in writing to a friend:

"Every thing belonging to our equipment is as I could wish; I have not a thing left undone which has suggested itself as useful; and we go out under every circumstance, which, as far as *we* can see, is likely to tend with success. You will remember, however, that I am not over sanguine, and you will oblige me much in checking, by every opportunity in your power, the sanguine expectations, which are, I believe, too generally formed, of our complete success."

Nothing of consequence happened during their passage across the Atlantic. On the 1st of July, the transport, having been cleared, was ordered to part company for England, while the Fury and Hecla stood towards the ice in Hudson's Strait. On the 21st, having proceeded slowly to the westward, they had reached the latitude of 61° 50′ 13″, and longitude, by chronometers, 67° 7′ 35″, where they made fast to a large floe of ice, not having room to beat to windward, and were visited by a number of Esquimaux. On the 2nd of August, they came to a body of ice so closely "packed" that they could make no further progress, while the masses on the outer edge were moving so rapidly in various directions as to occasion them much trouble and many violent blows before they could get clear of those impediments. The latitude at noon was 64° 59′ 24″, and the longitude 79° 40′. After standing several miles to the northward, along the edge of the ice, without seeing an opening, it began to lead them so much to the eastward, that they deemed it expedient to tack and stand back to the W. S. W. to try what could be done by patience and perseverance in that quarter. On the 15th

August, Captain Parry and Mr. Ross landed at the northern extremity of Southampton Island, where they obtained good observations by the moon and stars. The latitude by two meridian altitudes was 65° 28′ 13″; the longitude, by chronometers, 84° 40′ 07″; and the variation of the magnetic needle 50° 18′ 26″ westerly. Next morning, they ascended a hill about 1000 feet high, and from thence discovered a magnificent bay, which was named after the Duke of York, in consequence of the ships having first entered it on the birth-day of His Royal Highness. The remainder of the season was spent in satisfactorily determining the non-existence of a passage to the westward, either through Repulse Bay or any of the openings to the eastward of that great inlet. On the 8th October, the formation of young ice upon the surface of the water began most decidedly to put a stop to the navigation of these seas, and warned the voyagers that the season of active operations was nearly at an end.

"In reviewing the events of this season," says Captain Parry, "and considering what progress we had made towards the attainment of our main object, it was impossible, however trifling that progress might appear upon the chart, not to experience considerable satisfaction. Small as our actual advance had been towards Behring's Strait, the extent of coast newly discovered and minutely explored in pursuit of our object, in the course of the last eight weeks, amounted to more than 200 leagues, nearly half of which belonged to the continent of North America. This service, notwithstanding our constant exposure to the risks which intricate, shoal, and unknown channels, a sea loaded with ice, and a rapid tide, concurred in presenting, had providentially been effected without injury to the ships, or suffering to the officers and men; and we had now once more met with tolerable security for the season," at a small island, to the eastward of the "Frozen Strait," discovered, and so named, by Middleton, just 79 years before the Fury and Hecla passed through it almost without impediment. Above all," continues Captain Parry, "I derived the most sincere satisfaction from a conviction of having left no part of the coast from Repulse Bay eastward in a state of doubt as to its connexion with the continent."

From this period until July 2, 1822, the ships were frozen up close to each other, and occupations and amusements, similar to those of the preceding voyage, were resorted to. Captain Lyon undertook to be the manager of the theatre,

which was now laid out on a larger and more commodious scale than formerly, its decorations much improved, and, what was no less essential both to actors and audience, a more efficient plan adopted for warming it, by which they succeeded in keeping the temperature several degrees above *zero* on each night of performance throughout the winter.

To furnish rational and useful occupation to the men, on the other evenings, a school was also established, under the voluntary superintendence of Mr. Halse, for the instruction of such of the men as were willing to take advantage of this opportunity of learning to read and write, or of improving in those acquirements. While these internal arrangements were making, the interests of science were not neglected; the portable observatory was erected for the purpose of making magnetic observations; and a house was built for the reception of the instruments requisite in conducting the other observations and experiments. Every possible attention was paid to the dryness, warmth, and ventilation of the sick-bay, in which a fire was kept to preserve a constant equable temperature of about 60°; this and other arrangements rendered it little less comfortable than the ward of a regular hospital. Captain Lyon having expressed a wish that his officers and men, with himself, should attend divine service on board the Fury, during the continuance of the ships in winter-quarters, and some psalm tunes, purposely set upon an organ, being played at the proper intervals, their little church formed a pleasing and interesting scene to such as were disposed to be interested by scenes of this nature.

The first day of the year 1822 was a very severe one in the open air, the thermometer being down to —22°, and the wind blowing strong from the N. W. On the 18th January, at a late hour in the evening, the stove-pipe of Captain Parry's cabin caught fire, and gave cause for a momentary alarm; but buckets and water being at hand it was soon extinguished.

On the morning of the 1st February, a number of strange people were seen to the westward, coming towards the ships over the ice, and some appearance of huts on shore, at the distance of two miles, was also discovered in the same direc-

tion. These strangers were soon found to be Esquimaux, roaming along the shore in search of food, their great dependence for sustenance being upon the produce of the sea. As they never had seen Europeans before, their manners and customs were, of course, quite original, and they afforded our voyagers much amusement, in various ways, during the remainder of the winter. The first discovery made in the summer of 1822, is thus described by Captain Parry:

"On the 12th July, observing an opening in the land, like a river, I left the Fury in a boat to examine the soundings of the coast. On approaching the opening, we found so strong a current setting out of it, as to induce me to taste the water, which proved to be scarcely brackish; and a little closer in, perfectly fresh, though the depth was from 14 to 15 fathoms. As this stream was a sufficient security against any ice coming in, I determined to anchor the ships somewhere in its neighbourhood, and to examine the supposed river in the boats.

"On the 13th, accompanied by several of the officers, as well as by Captain Lyon, I again left the Fury, at 8-30 A. M. Immediately on opening the inlet we encountered a rapid current setting outwards, and after rowing a mile and a half to the N. W. b. W., the breadth of the stream varying from one-third of a mile to 400 or 500 yards, came to some shoal water extending quite across. Landing on the south shore, and hauling the boats up above high-water mark, we rambled up the bank of the stream, which is low next the water, but rises almost immediately to the height of about 200 feet. As we proceeded, we gradually heard the noise of a fall of water; and being presently obliged to strike more inland, as the bank became more precipitous, soon obtained a fresh view of the stream running on a much higher level than before, and dashing with great impetuosity down two small cataracts. Just below this, however, where the river turns almost at a right angle, we perceived a much greater spray, as well as a louder sound; and having walked a short distance down the bank, suddenly came upon the principal fall, of whose magnificence I am at a loss to give any adequate description. At the head of the fall, or where it commences its principal descent, the river is contracted to about 150 feet in breadth, the channel being hollowed out through a solid rock of gneiss. After falling about fifteen feet, at an angle of 30° with a vertical line, the width of the stream is narrowed to about forty yards, and then, as if mustering its whole force, previous to its final descent, it is precipitated in one vast continuous sheet of water almost perpendicular for ninety feet more. The dashing of the water from such a height produced the usual accompaniment of a cloud of spray, broad columns of which were constantly forced up, like the successive rushes of smoke from a vast furnace, and on this, near the top, a vivid *iris* or rainbow, was occasionally formed by the bright

rays of an unclouded sun. 'The roaring of the mountain cataract,' which constitutes a principle feature of the sublime in scenery of this magnificent nature, was here almost deafening; and as we were able to approach the head of the fall even as close as a single yard, the very rock seemed to suffer a concussion under our feet. The basin that receives the water at the foot of the fall is nearly of a circular form, and about 400 yards in diameter, being rather wider than the river immediately below it. The fall is about three-quarters of a mile above our landing place, or two miles and a quarter from the entrance of the river.

"After remaining nearly an hour, fixed as it were to the spot by the novelty and magnificence of the scene before us, we continued our walk upwards along the bank; and after passing the two smaller cataracts, found the river again increased in width to above 200 yards, winding in the most romantic manner imaginable among the hills, and preserving a smooth and unruffled surface for a distance of three or four miles that we traced it to the S. W. above the fall. What added extremely to the beauty of this picturesque river, which Captain Lyon and myself named after our mutual friend, Mr. Barrow, of the Admiralty, was the richness of the vegetation on its banks, the enlivening brilliancy of a cloudless sky, and the animation given to the scene by several reindeer that were grazing beside the stream. * * * The eider ducks were here tolerably numerous, and we also met with some black-throated divers, golden plovers, and snow-buntings. * * * On our return down the river, Captain Lyon landed on the opposite side, for the purpose of making a drawing of the fall in the best point of view; and we then returned on board, after the most gratifying visit we had ever paid to the shore in these regions. The entrance of this river lies in lat. 67° 18′ 05″, and in long. by chronometers, 81° 25′ 20″."

The remainder of this season was spent in examining the coasts and some small islands to the northward of Barrow's River. On the 13th September, having entered a strait leading to the westward, the ships were in lat. 69° 48′ 10″, and longitude 83° 29′ 27″; the variation of the magnetic needle was 89° 18′ 19″; and the dip 88° 21′ 21″. "The view of the strait from this position," says Captain Parry, "was calculated to impress us with the idea of its being a magnificent passage into the Polar Sea." On the 15th, Lieutenant Reid returned on board, after an absence of six days, during which he travelled beyond the meridian of 80° W., and satisfactorily ascertained their immediate junction with one another. This opening was named *the Strait of the Fury and Hecla;* the land to the southward of it, *Melville Peninsula;* and that to the northward, *Cockburn Island.*

Appearances had now become so much against the ships making any further progress that season, as to render it a matter of very serious consideration whether they ought to risk being shut up, during the winter, in the strait, where, from whatever cause it might proceed, the last year's ice was not yet wholly detached from the shores, and where a fresh formation had already commenced, which there was but too much reason to believe would prove a permanent one. Captain Parry, therefore, determined to return to a small island, called by the Esquimaux *Igloolik*, in lat. 69° 21′, long. 81° 44′, where they remained from the 24th Sept. 1822, until the 8th Aug. 1823. The daily visits of the natives, throughout the winter, afforded, both to officers and men, a fund of constant variety and never-failing amusement, which no resources of their own could possibly have furnished.

In April, 1823, a twelve months' provisions and stores were removed from the Hecla to the Fury, and various necessary exchanges made in anchors, cables, and boats, it having been determined that the former ship should return to England as soon as the sea became navigable. Just before the disruption of the ice, however, some slight, but unequivocal, symptoms of scurvy were reported to have appeared among the Fury's crew, and Captain Parry began to entertain doubts whether it would still be prudent to adopt the intended measure of remaining out in her as a single ship; whether, in short, under existing circumstances, the probable evil did not far outweigh the possible good. In order to assist his own judgment on this occasion upon one of the most material points, he directed the medical officers of the Fury to furnish him with their opinions "as to the probable effect that a third winter passed in these regions would produce on the health of the officers, seamen, and marines of that ship, taking into consideration every circumstance connected with their situation." Mr. Edwards's reply, with which in substance that of Mr. Skeoch coincided, is here given.

"During the last winter, and subsequently, the aspect of the crew of the Fury in general, together with the increased number and character of their complaints, strongly indicated that the peculiarity of the climate and

service was slowly effecting a serious decay of their constitutional powers. The recent appearance also of several cases of incipient scurvy in the most favorable month of the year, and occurring after a more liberal and continued use of fresh animal food than we can calculate upon procuring hereafter, are confirmatory proofs of the progression of the evil.

"With a tolerable prospect of eventual success, other circumstances remaining unchanged, I should yet expect an increase of general debility, with a corresponding degree of sickness, though at the same time confident of our resources being equal to obviate serious consequences. But considering the matter in the other point of view, namely, as a single ship, it assumes a much more important shape. It is not necessary that I should dwell on the altered circumstances in which the crew would then be placed, as they are such as you must long ago have foreseen and weighed: I allude to the increase of labour and exposure resulting from the separation of the vessels; the privation of many salutary occupations, mental and corporeal, attending their union; and, I may add, at this late period of the season, the hopelessness of the success of the ensuing navigation being such as to excite feelings sufficiently lively to counteract those depressing causes. It is impossible, in fact, to reflect on the subject, and not to apprehend a less favorable result than might be expected under the preceding conditions."

Captain Parry also requested the opinion of the commander of the Hecla, whether, under existing circumstances, he still considered it expedient to adopt the measure originally intended, with respect to the separation of the two ships, when Captain Lyon, for various reasons, advised that they should return to England together, as soon as such arrangements respecting the removal of stores and provisions, as the senior officer might judge proper to make, should be completed. In the meantime, the Fury stretched over from Igloolik to the northward, for the purpose of examining the state of the fixed ice at the eastern mouth of the strait communicating with the Polar sea, and found it firmly attached to both shores, while one vast expanse of level solid ice occupied the whole extent of sea visible to the westward, the eye wearying itself in vain to discover a single break upon its surface. Having finished this examination, which at once destroyed every hope of a passage through the strait, Captain Parry resolved to lose no time in removing from the Fury some of her now superfluous provisions and stores, which service was completed by the night of the 10th August.

On the 12th, the ships commenced their homeward voyage; but they did not finally escape from the ice until the 17th of the following month, after having been almost immoveably beset in it for twenty-four days out of the last twenty-six, in the course of which time they had been taken over no less than 140 leagues of ground, generally very close to the shore, and always unable to do any thing towards effecting their escape from danger! They anchored in Lerwick harbour, Shetland, on the 10th October; and were paid off at Deptford, Nov. 14th, 1823. In his introduction to the account of this voyage, Captain Parry says:—

"That our efforts have not hitherto been crowned with greater success, cannot fail to be a matter of extreme disappointment, as well as of sincere though unavailing regret; but I feel it a duty to state, that had our progress been in any degree proportionate to the exertions of those under my command, there would ere this have been nothing left to regret, and but little to accomplish; and I am happy therefore, thus publicly to express the high sense I entertain of the laudable zeal and strenuous exertions uniformly displayed by Captain Lyon, the officers, seamen, and marines of both the ships engaged in this service. Of the exemplary conduct of the men it has been my good fortune to command on this occasion, I cannot indeed speak too highly: it has been a happiness to their officers, and a credit to themselves. I was highly gratified to observe the eager assiduity with which, during two successive winters of long and tedious confinement, they followed up the more sedentary occupations of learning to read and write, with which they were furnished; and it is, I confess, with no ordinary feelings of pleasure that I record the fact, that on the return of the expedition to England, there was not an individual belonging to it who could not read his bible."

The officers of this expedition who were promoted by the Admiralty, either during their absence from England, or after their return to the river Thames, were Captain Anderson, and Lyon, Lieutenant Hoppner, and Messrs. M'Laren, and Sherer, Ross, Griffiths, Bushnan, S[illegible] Halse. [illegible]pears date, Nov. 8, 1821.

Captain Parry's post-commission [illegible]apher to the Admiralty, He was appointed acting hydrogr[illegible]edom of the city of Win- Dec. 1, 1823; presented with the fr[illegible]th; and placed in the chester, on the 26th of the same mo[illegible]

command of another expedition, for the purpose of again exploring the hyperborean regions, Jan. 17, 1824.

The same ships were employed on this occasion as on the last; but the Hecla was now commanded by Captain Parry, and the Fury by Captain Hoppner. Their officers, &c. were (*Hecla*) Lieutenants John Land Wynn, Joseph Sherer, and Henry Foster (*b*), the latter acting as surveyor; Dr. Samuel Nicll, surgeon; Mr. W. H. Hooper, purser; Mr. William Rowland, assistant-surgeon; and Messrs. John Brunton, F. R. M. Crozier, Charles Richards, and Horatio Nelson Head, midshipmen: (*Fury*) Lieutenants Horatio Thomas Austin and James Clark Ross; Mr. Allan M'Laren, surgeon; Mr. James Halse, purser; Mr. Thomas Bell, assistant-surgeon; and Messrs. Berkley Westropp, Charles Crump Waller, and Edward Bird, midshipmen.

The expedition left Deptford, May 8, 1824; touched at the Whale-fish Islands, on the Western coast of Greenland, June 26th; and entered the ice in Baffin's bay, about the 17th July; but did not reach the entrance of Sir James Lancaster's Sound until Sept. 10. Three days afterwards, being then within seven leagues of Cape York, Captain Parry had the mortification to perceive the sea a-head of the ships covered with young ice, the thermometer having, for two days past, ranged only from 18° to 20°. "On reaching it," says he, "we had, as usual, recourse to 'sallying *, breaking it with boats a-head, and various other expedients, all alike ineffectual without a fresh and free breeze furnishing a constant impetus; so that after seven or eight hours of unsuccessful labour in this way, we were obliged to remain as we

"It now

continuing our enforced high time to determine as to the propriety of still according to my instruc[illegible]ush to the westward, or of returning to England, As the crossing of the ice in [illegible] that head, under particular circumstances.

[illegible]ffin's Bay had of itself unexpectedly occu-

* The operation of causing

body from side to side, so as [illegible] the ship to roll, by the men running in a of the young ice around her, to relieve her from the adhesion and friction

pied nearly the whole of one season, it could not of course, be considered that the attempt to penetrate to the westward, in the manner directed, had as yet been made, nor could it, indeed, be made during the present year. I could not, therefore, have a moment's hesitation as to the propriety of pushing on as far as the present season would permit, and then giving a fair trial during the whole of the next summer to the route I was instructed to pursue."

Contrary to his expectations, Captain Parry succeeded in reaching Port Bowen, where he remained from Sept. 28, 1824, until July 20, 1825. On leaving that place, he stood over to the western shore of Prince Regent's Inlet, which it was his first wish to gain, on account of the evident advantage to be derived from coasting along the southern part thereof, as far as it might lead to the westward; which, from his former knowledge, he had reason to suppose it would do as far at least as the long. of 95°, in the parallel of about 72° 45′. In the night of July 30th, the ice pressed with very considerable violence on both ships, and at length forced the Fury on the ground; but towards high water she was hove off with very little strain. On the 1st August, the Hecla also struck, and remained immoveable for several hours. The disasters which subsequently befel the former ship, obliging the officers and crew finally to abandon her, will be noticed in our memoir of Captain Hoppner. The spot where she was left is in lat. 72° 42′ 30″, long. 91° 50′ 05″.

Captain Parry's expectations of ultimately accomplishing the object of the expedition were now at an end, as the whole of the Fury's stores were of necessity left behind; every spare corner that could be found in the Hecla being absolutely required for the accomodation of so many officers and men, whose cleanliness and health could only be maintained by keeping the decks as clear and well ventilated as their limited space would permit; with no more than twelve months' provisions for both ships' companies, extending their resources only to the autumn of the following year, it would, indeed, have been folly to hope for final success, considering the small progress he had already made, the uncertain nature of the navigation, and the advanced period of the season (August 26th). He was therefore reduced to the only remaining conclusion, that

it was his duty, under all the circumstances of the case, to return to England, where he arrived about the middle of October.

Captain Parry's appointment to superintend the Hydrographical Office was confirmed by the Admiralty, Nov. 22, 1825; and as a further mark of their lordships' approbation of his late proceedings, Captain Hoppner, Lieutenant Wynn, and Messrs. Brunton, Westropp, Crozier, and Richards, were soon afterwards promoted. On the 22nd Dec. in the same year, the freedom of Lynn was voted to him by the corporation of that borough, "in testimony of their high sense of his meritorious and enterprising conduct."

In April, 1826, Captain Parry proposed to the first Lord of the Admiralty, to attempt to reach the North Pole, from the northern shores of Spitzbergen, by travelling with sledge-boats over the ice, or through any spaces of open water that might occur. His proposal was soon after referred to the President and Council of the Royal Society, who strongly recommended its adoption; and an expedition being accordingly determined upon for this purpose, he was again appointed to the Hecla, Nov. 11, in the same year. The officers selected to accompany him in that ship, were, Lieutenants James Clark Ross, Henry Foster (*b*), and Francis Rawdon Moira Crozier; Mr. James Halse, purser; Messrs. R. H. Foott, mate; Mr. Edward Joseph Bird, and —— Beverly, midshipmen; and Mr. Robert M'Cormick, assistant-surgeon.

The reports of several of our navigators who had visited Spitzbergen, and were well qualified to judge of the nature of the polar ice, concur in representing it as by no means unfavorable for this project. From one of the Seven Islands, and almost on the very spot from which Captain Parry subsequently took his departure in the boats, Lutwidge, the associate of Phipps in the expedition towards the North Pole, in 1773, describes the ice to the north-eastward, to the distance of 10 or 12 leagues, to have the appearance of "one continued plain of smooth unbroken ice, bounded only by the horizon." In Captain Phipps's chart of that voyage, the ice to the northward of the Seven Islands is represented as "flat and unbroken";

and, in another situation, rather more to the westward, and about the same parallel, he describes the "main body of the ice to be lying in a line, nearly east and west, quite solid."

The testimony of Mr. Scoresby, a close and intelligent observer of nature in these regions, is entirely to the same effect. "I once saw," says he, "a field that was so free from either fissure or hummock, that I imagine, had it been free from snow, a coach might have been driven many leagues over it in a direct line, without obstruction or danger." Indeed, in a paper upon the subject of the polar ice, presented by him to the Wernerian Society of Edinburgh, and published in the second volume of their memoirs, he enters at considerable length into the arguments in favour of the practicability of this enterprise; and in his "Account of the Arctic Regions," subsequently published, he repeats his conviction to the same effect. To the respectable authorities already mentioned, we may likewise add the testimony of several experienced and intelligent whalers, whom Captain Parry consulted as to the nature of the ice, with reference to this project; and who, without exception, agreed in considering it as highly favorable for the purpose.

But the hopes Captain Parry had formed of being able to attain this object, and the plan he suggested for putting it into execution, were principally founded on a similar proposition formerly made by Captain (now Sir John) Franklin, who, judging of this enterprise by his own experience, as well as by that of his associates, Captain David Buchan and Lieutenant (now Captain) Beechey, though by no means thinking lightly of the labour and hazard attending it, had drawn up a plan for making the attempt, and himself volunteered to conduct it. This plan was given to Captain Parry by Mr. Barrow, of the Admiralty, soon after his return from the expedition of 1824-5; and following it up in the most essential particulars, two boats were constructed at Woolwich, under his superintendence, after an excellent model suggested by Mr. John Peake, Clerk of the Rope Yard, and nearly resembling what are called "troop-boats," having great flatness of floor, with the extreme breadth carried well

forward and aft, and possessing the utmost buoyancy, as well as capacity for stowage. Their length was 20 feet, and extreme breadth 7 feet. The timbers were made of tough ash and hickory, one inch by half an inch square, and a foot apart, with a "half-timber" of smaller size between each two. On the outside of the frame thus formed was laid a covering of Mackintosh's water-proof canvas, the outer part being coated with tar. Over this was placed a plank of fir, only 3-16ths of an inch thick; then a sheet of stout felt; and over all, an oak plank, of the same thickness as the fir; the whole of these being firmly and closely secured to the timbers by iron screws applied from without. This method of planking the boats was proposed and executed by Mr. Oliver Lang, master shipwright of Woolwich dock-yard; and Captain Parry's narrative will show how admirably the elasticity of this mode of construction was adapted to withstand the constant twisting and concussion to which the boats were subject. On each side of the keel, and projecting considerably below it, was attached a strong "runner" shod with smooth steel, in the manner of a sledge, upon which the boat entirely rested while on the ice; and to afford some additional chance of making progress on hard and level fields, two wheels, of five feet diameter, were applied to each boat, and a small one abaft, having a swivel for steering by, like that of a Bath chair. A "span" of hide-rope was attached to the fore part of the runners, and to this were affixed two strong ropes of horse-hair, for dragging the boat; each individual of the crew being furnished with a broad leathern shoulder-belt, which could readily be fastened to or detached from the drag-ropes. The interior arrangement consisted only of two thwarts; a locker at each end for the nautical and other instruments, and for the smaller stores; and a very slight frame-work along the sides for containing bags of biscuit and spare clothes. A bamboo mast 19 feet long, a tanned duck sail, answering also the purpose of an awning, a spreat, one boat-hook, fourteen paddles, and a steer-oar, completed each boat's equipment.

The Hecla left Deptford, Mar. 25, 1827; sailed from the

Little Nore on the 4th April; and arrived at Hammerfest, in Lapland, on the 19th of the same month. From thence Lieutenant Crozier was sent in one of her own boats, to Alten, a distance of about 60 English miles, for the purpose of procuring some tame rein-deer to draw the sledge-boats over the ice. During the absence of that officer, Captain Parry and Lieutenant Foster made a series of magnetic and other observations; the Hecla's supply of water was completed; a small quantity of venison, an abundance of good fish, and some milk were obtained; and the people selected to travel over the ice to the northward were practised in walking in their snow-shoes, which afforded them fine exercise and amusement.

On the 5th May, being then in lat. 73° 30′, and long. 7° 28′ E., Captain Parry met with the first straggling mass of ice, after which, in sailing about 110 miles in a N. N. W. direction, there was always a number of loose masses in sight; but it did not occur in continuous "streams", till the morning of the 7th, in lat. 74° 55′, a few miles to the eastward of the meridian of Greenwich. On the 9th, he wrote to the Secretary of the Admiralty, by a whale ship, acquainting him with the Hecla's arrival in the latitude of 77°; and by the following morning he had succeeded in pushing about 50 miles farther to the northward, though not without some heavy blows in "boring" through the ice. On the 14th, he arrived off Hakluyt's Headland; and on the same day of the ensuing month he had reached the latitude of 81° 5′ 32″, in longitude, by chronometers, 10° 34′ 00″ E. This was the most northern position the Hecla attained, and, in all probability the highest northern latitude ever reached by any ship, with the exception of one commanded by Mr. Scoresby, who states his having, in the year 1806, reached 81° 12′ 42″, by actual observation, and 81° 30′, by dead reckoning.

The Hecla was now 25 miles to the northward of the station in which Phipps remarked, that "the ice appeared flat and unbroken," as seen from a considerable height on shore; yet, all that Captain Parry could discover was quite of a contrary description. To the northward nothing could be seen but loose drift-ice; to the north-east it was particularly open,

and he had no doubt that the ship might have gone many miles further, in that direction, had it not been a much more important object to secure her in some harbour previously to his departure with the sledge-boats. On the 20th June, she was anchored in Treurenburg Bay, lat. 79° 55′ 20″, long. 16° 48′ 45″ E.

From that place, so named by the Dutch, Captain Parry started on the 21st June, at 5 P. M., with the two sledge-boats, which he named the Enterprize and Endeavour, Mr. Beverly being attached to his own, and Lieutenant Ross, accompanied by Mr. Bird, in the other. Each had a crew of ten seamen and two marines. As it was necessary not to delay their return beyond the end of August, the time originally intended, they took with them only 71 days' provisions; which, including the boats and every other article, made up a weight of 260 pounds per man; and as it appeared highly improbable, from what they had seen of the very rugged nature of the ice they should first have to encounter, that either the rein-deer, the snow-shoes, or the wheels would prove of any service for some time to come, Captain Parry gave up the idea of taking them. Four excellent sledges, however, were constructed out of the snow-shoes, for dragging a part of the luggage over the ice; and these proved of invaluable service. The sledge-boats were accompanied by one of the Hecla's cutters, under Lieutenant Crozier, as far as Walden Island, where they parted with him at 3 P. M. on the 23rd. Next day, at noon, they were first hauled upon the ice, a small floe-piece, in lat. 81° 12′ 51″. Captain Parry's plan of travelling afterwards is thus described by him:

"It was my intention to travel wholly at night, and to rest by day, there being, of course, constant day-light in these regions during the summer season. The advantages of this plan, which was occasionally deranged by circumstances, consisted first, in our avoiding the intense and oppressive glare from the snow during the time of the sun's greatest altitude, so as to prevent, in some degree, the painful inflammation in the eyes, called 'snow blindness,' which is common in all snowy countries. We also thus enjoyed greater warmth during the hours of rest, and had a better chance of drying our clothes; besides which, no small advantage was derived from the snow being harder at night for travelling. The only disadvantage of

this plan was, that the fogs were somewhat more frequent and more thick by night than by day, though even in this respect there was less difference than might have been supposed, the temperature during the 24 hours undergoing but little variation. When we rose in the evening, we commenced our day by prayers, after which we took off our fur sleeping dresses, and put on those for travelling; the former being made of camblet, lined with racoon-skin, and the latter of strong blue box-cloth. We made a point of always putting on the same stockings and boots for travelling in, whether they had dried during the day or not; and I believe it was only in five or six instances, at the most, that they were not either still wet or hard-frozen. This, indeed, was of no consequence, beyond the discomfort of first putting them on in this state, as they were sure to be thoroughly wet in a quarter of an hour after commencing our journey; while on the other hand, it was of vital importance to keep dry things for sleeping in. Being rigged for travelling, we breakfasted upon warm cocoa and biscuit, and after stowing the things in the boats and on the sledges, so as to secure them, as much as possible, from wet, we set off on our day's journey, and usually travelled from 5 to 5½ hours, then stopped an hour to dine, and again travelled 4, 5, or even 6 hours, according to circumstances. After this we halted for the night, as we called it, though it was usually early in the morning, selecting the largest surface of ice we happened to be near, for hauling the boats on in order to avoid the danger of its breaking up by coming in contact with other masses, and also to prevent drift as much as possible. The boats were placed close alongside each other, with their sterns to the wind, the snow or wet cleared out of them, and the sails, supported by the masts and paddles, placed over them as awnings, an entrance being left at the bow. Every man then immediately put on dry stockings and fur boots, after which we set about the necessary repairs of boats, sledges, or clothes; and, after serving the provisions for the succeeding day, we went to supper. Most of the officers and men then smoked their pipes, which served to dry the boats and awnings very much, and usually raised the temperature of our lodgings 10° or 15°. This part of the 24 hours was often a time, and the only one, of real enjoyment to us; the men told their stories and 'fought all their battles o'er again,' and the labours of the day, unsuccessful as they too often proved, were forgotten. A regular watch was set during our resting-time, to look out for bears, or for the ice breaking up around us, as well as to attend to the drying of the clothes, each man alternately taking this duty for one hour. We then concluded our day with prayers, and having put on our fur dresses, lay down to sleep with a degree of comfort, which perhaps few persons would imagine possible under such circumstances; our chief inconvenience being, that we were somewhat pinched for room, and therefore obliged to stow rather closer than was quite agreeable. The temperature, while we slept, was usually from 36° to 45°, according to the state of the external atmosphere; but on one or two occasions, in calm and warm weather, it rose as high as 60° to 66°, obliging us to throw off a part

of our fur dress. After we had slept seven hours, the man appointed to boil the cocoa roused us, by the sound of a bugle, when we commenced our day in the manner above described. Our daily allowance of provisions for each person was—biscuit, ten ounces; pemmican (compressed meat), nine ounces; sweetened cocoa powder, one ounce; and rum, one gill;—tobacco, three ounces per week. Our fuel consisted entirely of spirits of wine, of which two pints formed our daily allowance; the cocoa was cooked in an iron boiler over a shallow iron lamp, with seven wicks, a simple apparatus, which answered our purpose extremely well. We usually found one pint of the spirits of wine sufficient for preparing our breakfast, that is, for heating 28 pints of water, though it always commenced from the temperature of 32°. If the weather was calm and fair, this quantity of fuel brought it to the boiling point in about an hour and a quarter; but more generally the wicks began to go out before it had reached 200°. This, however, made a very comfortable meal to persons situated as we were. Such, with very little variation, was our regular routine during the whole of this excursion. We set off on our first journey over the ice at 10 P. M. on the 24th of June. The bags of pemmican were placed upon the sledges, and the bread in the boats, with the intention of securing the latter from wet; but this plan we were very soon obliged to relinquish."

Captain Parry and his companions (with only one spare shirt between every two persons) now commenced upon very slow and laborious travelling, their way lying over nothing but small loose rugged masses of ice, separated by narrow pools of water, obliging them frequently to launch and haul up the boats, each of which operations required them to be unloaded, and occupied nearly a quarter of an hour. This, however, was nothing more than they had expected to encounter at the margin of the ice, and for some distance within it; and every individual exerted himself to the utmost, with the hope of the sooner reaching the main, or field-ice. Captain Parry mentions, as a remarkable fact, that they had already experienced, in the course of that season, more rain than during the whole of seven previous summers *taken together*, though passed in latitudes from 7° to 15° lower than this. In the night of June 27th, after wading for some time through fresh water, from two to five inches deep, they came to the first tolerably heavy ice they had yet seen, but all broken up into masses of small extent. On the 28th, the boats were, with extreme difficulty, hauled over a tier of very high hummocks, during the performance of which operation, Captain Parry's coxswain sustained considerable injury. On

the following day another man was much hurt by a loaded sledge running against him. On the 30th, the wind freshening up from the S. S. W. they found the ice gradually more and more open, and made by rowing, though in a very winding channel, five miles of northing. Captain Parry here says:

"Our latitude, observed at noon, July 1st, was 81° 30′ 41″. It was more than an hour before we could get away from the small piece of ice on which we slept, the masses beyond being so broken up, and so much in motion, that we could not at first venture to launch the boats. After crossing several pieces, we at length got into a good "lead" of water, four or five miles in length; two or three of which, as on the preceding day, occurred under the lee of a floe, being the second we had yet seen that deserved that name *. We then passed over four or five small floes, and across the pools of water that lay betwixt them. The ice was now less broken up, and sometimes tolerably level; but from 6 to 18 inches of soft snow lay upon it in every part, obliging us to make at least two, and sometimes three journeys with our loads.

"As soon as we landed on a floe-piece, Lieutenant Ross and myself generally went on a-head, while the boats were unloading and hauling up, in order to select the easiest road for them. The sledges then followed in our track, Messrs. Beverly and Bird accompanying them; by which the snow was much trodden down and the road consequently improved. When we arrived at the other end of the floe, or came to any difficult place, we mounted one of the highest hummocks of ice near at hand (many of which were from 15 to 25 feet above the sea), in order to obtain a better view around us; and nothing could well exceed the dreariness which such a view presented. The eye wearied itself in vain to find an object but ice and sky to rest upon; and even the latter was often hidden from our view by the dense and dismal fogs which so generally prevailed. In some cases, Lieutenant Ross and myself took separate routes to try the ground, which kept us almost continually floundering among deep snow and water. The sledges having then been brought up, as far as we had explored, we all went back for the boats; each crew, when the road was tolerable, dragging their own, and the officers labouring equally hard with the men. It was thus we proceeded for nine miles out of every ten that we travelled over ice; for it was very rarely indeed that we met with a surface sufficiently level and hard to drag all our loads at one journey; and, in a great many instances, we had to traverse the same road five times over. We were sometimes five minutes together in moving a single empty boat, with all our united strength."

* A "lead" is a channel through the ice, and a ship is said to "take the right lead" when she follows a channel conducting her into a more navigable sea, and *vice versâ*.

In a subsequent part of his narrative, Captain Parry states, that the rain produced even a greater effect than the sun, in softening the snow.

"In performing our pioneering duty," adds he, "we were frequently so beset in it, that sometimes, after trying in vain to extricate our legs, we were obliged to sit quietly down for a short time to rest ourselves, and then make another attempt. The men, in dragging the sledges, were often under the necessity of crawling upon all-fours to make any progress at all. Nor would any kind of snow-shoes have been of the least service, but rather an incumbrance to us, for the surface was so irregular, that they would have thrown us down at every other step."

The farther Captain Parry proceeded, the more the ice was broken; indeed it was much more so on the 5th July, in lat. 81° 45′ 15″, than he had found it since entering the "pack *." The labour required to drag the boats over the hummocks, and from one mass to another, was so great, that the officers and men, after having recourse to a "bowline-haul," for many minutes together, were often obliged to sit down, their breath being quite exhausted. On the 7th of that month, having first launched the boats into the water, over a high and rugged margin, and then hauled them across a number of irregular and ill-connected masses, sometimes making them serve as bridges, they were more than two hours in proceeding a distance of about 150 yards. Still their work went on cheerfully, their hope resting on at length meeting with something like continuous and level ice.

"On the 20th," says Captain Parry, "we halted at 7 A. M., having, by our reckoning, accomplished six miles and a half in a N.N.W. direction, the distance traversed being ten miles and a half. It may, therefore, be imagined how great was our mortification in finding that our latitude, by observation at noon, was only 82° 36′ 52″, being less than *five* miles to the northward of our place at noon on the 17th, since which time we had certainly travelled *twelve* in that direction. * * * * * * On the 24th, Lieutenant Ross, in exerting himself to drag his boat along, received a severe squeeze between her gunwale and a hummock of ice, which gave Mr. Beverly reason to apprehend at first, from the numbness and sickness which ensued, that his spine might be affected; but happily no such bad consequences followed this accident †."

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* A "pack" is a large body of ice, consisting of separate masses lying close together, and whose extent cannot be seen.

† Surgeon Beverly's appointment to the Hecla on this occasion is not

The highest latitude Captain Parry reached, was a little beyond 82° 45′, on the 23d July; but the attempt to get farther north was not abandoned by him until after struggling for three days more against a southerly drift exceeding four miles per diem. The expedition had then traversed, by his reckoning, 292 miles, of which about 100 were performed by water, previously to entering the ice. To a small islet, situated near Little Table Island, and which is interesting as being the northernmost known land upon the globe, Captain Parry "applied the name of Lieutenant Ross; for," says he, "no individual can have exerted himself more strenuously to rob it of this distinction." In another part of his narrative, he says:—

"As we travelled by far the greater part of our distance on the ice, and not unfrequently five times over, we may safely multiply the length of the road by two and a half; so that our whole distance on a very moderate calculation, amounted to 580 geographical, or 668 statute miles, being nearly sufficient to have reached the pole in a direct line. Up to this period we had been particularly fortunate in the preservation of our health; neither sickness nor casualties having occurred among us, with the exception of the accidents already mentioned, a few bowel complaints, which were soon removed by care, and some rather troublesome cases of chilblains, arising from our constant exposure to wet and cold. * * * * Our ensigns and pendants were displayed during the day; and sincerely as we regretted not having been able to hoist the British flag in the highest latitude to which we had aspired, we shall, perhaps, be excused in having felt some little pride in being the bearers of it to a parallel considerably beyond that mentioned in any other well-authenticated record."

On the 11th August, Captain Parry and his companions finally quitted the ice, after having taken up their abode upon it for 48 days. During their absence the Hecla had been forced on shore, by the breaking up of the ice at the head of Treurenburg bay, which came down upon her in one solid mass; but by the unwearied and zealous exertions of the officers and men, she was hove off without incurring the slightest damage, and placed in perfect security. Finding the ship thus liable to be disturbed by ice, Lieutenant Foster had prudently relinquished the idea of leaving her for any

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mentioned in Murray's Quarterly Navy Lists, published by authority, which circumstance caused the omission of it at p. 364.

length of time, so as to make an extended survey of the eastern coast of Spitzbergen, confining himself to the neighbouring parts of Waygatz Strait (or the Strait of Van Hinlopen), which he examined as far to the southward as 79° 33′.

The Hecla sailed from Treurenburg bay on the 28th August, made Shetland on the 17th September, arrived in the river Thames on the 6th October, and was paid off at Deptford, on the 1st of the following month. Lieutenants Ross and Foster, and Mr. Bird, were almost immediately afterwards promoted.

Captain Parry received the honor of knighthood, April 29, 1829; and, in a few days afterwards, he resigned the office of Hydrographer to the Admiralty, now most ably filled by Captain Francis Beaufort. The honorary degree of D.C.L. was conferred upon him in a convocation at Oxford, on the 1st July following; and in the course of the same month, he sailed for New South Wales, having accepted the appointment of Commissioner for the entire management of the Australian Agricultural Company's affairs, with a salary, as has been stated, of 2000*l.* per annum.

This enterprising officer married, Oct. 23, 1826, Isabella Louisa, fourth daughter of Sir John Thomas Stanley, Bart. His sister is the wife of the Rev. T. Garnier, rector of Bishop's Stoke, near Winchester.

STEWART BLACKER, Esq.

Passed his examination for lieutenant in Mar. 1808; and was promoted to that rank on the 20th of the following month. He was wounded in a boat attack, while serving under Rear-Admiral Sotheby, Sept. 9, 1810 *; advanced to the rank of commander, Feb. 1, 1812; appointed to the Chanticleer brig, May 3, 1813; to the Lee ship-sloop, Sept. 3, 1818; and posted November, 16, 1821.

Captain Blacker died at Dublin, about June, 1826.

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* See Captain Thomas Pettman.

WILLIAM HENRY BRUCE, Esq.

THIRD son of the late Rev. Sir Henry Hervey Aston Bruce, Bart. of Downhill, co. Londonderry, by Letitia, daughter of the late Rev. Dr. Henry Barnard, of Bovagh, in the same county (second son of William, late Bishop of Derry, and brother to Thomas, late Bishop of Limerick).

This officer derives his descent from Sir Robert de Bris, a Norman knight, to whom William the Conquerer granted, as a reward for his services, no less than ninety-four lordships in Yorkshire, among which was the barony of Skelton, in Cleveland, his principal residence.

Mr. W. H. Bruce entered the navy at an early age, in 1803, under the protection of Captain (now Sir Henry) Blackwood, with whom he served in the Euryalus frigate and Ajax 80, until the latter ship was destroyed by fire, near the island of Tenedos, in the night of Feb. 14, 1807. He was consequently present at the glorious battle of Trafalgar *.

After the destruction of the Ajax †, Mr. Bruce and three other midshipmen joined the Endymion frigate, Captain the Hon. Thomas Bladen Capel, which ship, in re-passing the Dardanelles, after Sir John T. Duckworth's unsuccessful demonstration before Constantinople, received two stone shot, each weighing upwards of 700 pounds, and sustained a loss of several men killed and wounded ‡.

The Endymion formed part of the squadron employed in covering the retreat and embarkation of Sir John Moore's army at Corunna, in Jan. 1809; and Mr. Bruce continued to serve under Captain Capel until the month of July following, when he rejoined Captain the Hon. Henry Blackwood, then commanding the Warspite 74. His promotion to the rank of lieutenant took place Jan. 5, 1810, when he was appointed to the Prospero sloop; but soon removed from her to the Belvidera frigate, Captain Richard Byron.

On the 22d July, 1810, the master of the Belvidera was fired at by two Danish schooners and a sloop-rigged gun-vessel,

* See Vol. I. Part II. pp. 645 *et seq.* † See id. p. 648 *et seq.*
‡ See Vol. II. Part I. p. 197.

while employed in sounding a deep bay near Studtland, on the coast of Norway. Their subsequent capture and destruction was thus reported by Captain Byron, in an official letter to the Admiralty:

"On the following morning, the launch, barge, and two cutters of the Belvidera, well manned and armed, under the command of Lieutenants Nisbett and Bruce; and the launch, pinnace, and yawl of the Nemesis (23), under Lieutenants Hodgskins and Smith; rapidly advanced to attack the enemy, who soon began to cannonade them. Our boats firing their bow guns with great effect, the Danish colours were soon struck, and the schooners, Bolder and Thor, each carrying two long 24-pounders, six howitzers, and 45 men, speedily in our possession; the sloop, mounting one 24-pounder with 25 men, was chased up a creek, abandoned by her crew, and blown up by our people, whose excellent fire, and resolution to close, threw the enemy in confusion, and, notwithstanding the firmness of the Danish commanders, Lieutenants Dahlreup and Rasmusen, caused their fire to be ineffective; they had four men killed. I cannot sufficiently praise the conduct of all the officers, masters'-mates, midshipmen, and every seaman and marine of the Belvidera. Captain Ferris has expressed to me his perfect approbation of all belonging to the Nemesis*."

The vessels thus gallantly captured were conducted to Sheerness by Lieutenant Bruce, who was also very highly praised by Captain Byron, for his able direction of the Belvidera's main-deck stern-chasers, in her memorable retreat from an American squadron, under Commodore Rodgers, June 23, 1812†. On this occasion, one man was killed at Mr. Bruce's quarters; and another mortally, two severely, and himself and two men slightly wounded, by the splinters of a shot which struck an 18-pounder while he was in the act of pointing it.

We next find this gallant officer assisting at the capture of an American armed schooner, by the boats of a squadron under the orders of Captain George Burdett, whose official report was as follows:

"*H. M. S. Maidstone, Lyn-Haven Bay, 9th Feb.* 1813.

"Yesterday morning, at 9 A. M. a schooner was observed in the N. W. standing down the Chesapeake Bay; at the same time I made the Belvidera

* Lieutenant Samuel Nisbett, who conducted this enterprise, was afterwards appointed to the command of the Chubb schooner, in which vessel he perished, with all his crew, on the Halifax station, Aug. 14, 1812.

† See Vol. II. Part II. pp. 622—626.

and Statira's signal, No. 239, with the N. W. compass signal. As the stranger approached the squadron, I perceived her to be a vessel of considerable force; Captain Byron at the same time made the signal for her being superior to the boats in chase, but not to those of the squadron united. I immediately made the signal for all barges, cutters, &c. to proceed in the same direction, upon which the schooner made all sail in the direction from whence she came, and I had the satisfaction to see she was quite becalmed. At one P. M., the stranger opened a well-directed fire upon the headmost of our boats from his stern-chase guns, and I was happy to find those in advance rested on their oars until they all came up, when a vigorous and gallant attack was made by all of them, nine in number, under the orders of Lieutenant (Kelly) Nazer, second of H. M. S. under my command, who happened to be senior officer, through a very heavy fire from all the enemy's guns, when he was boarded and carried, sword in hand, after a most obstinate resistance, which was maintained upon the deck of the enemy for a few minutes. She proves to be the Lottery, of 210 tons, mounting six 12-pounder carronades (but pierced for 16), with a complement of 28 men, from Baltimore bound to Bourdeaux, with a cargo of coffee, sugar, and logwood: she is coppered and copper fastened*.

"I also have the honor to enclose a list of the killed and wounded in the different boats of the squadron, which, I am happy to add, is trifling, when compared to the obstinate resistance made by the enemy, whose loss was very great, the captain and 18 men dangerously wounded."

The British had one man mortally, one dangerously, two severely, and two slightly wounded. A few days afterwards, the boats of the Maidstone, Belvidera, Junon, and Statira, captured the schooner Cora, of 8 guns and 40 men, laden with brandy, wine, silks, flints, &c. &c.

In addition to the above mentioned services, Lieutenant Bruce assisted at the capture of the Bunker's Hill schooner, of 7 guns and 72 men; and at the destruction, by the Belvidera's boats alone, of the Mars, another privateer, mounting 15 guns, with a complement of 70 men. His first commission as commander bears date May 27, 1814.

In August following, Captain Bruce, then commanding the Manly brig, accompanied Rear-Admiral Cockburn up the Patuxent river, as far as Nottingham, where he continued with the flotilla under Captain Nourse, until the return of the British army from Washington†. The Manly then hoisted the flag of Rear-Admiral Cockburn, received on board several sick and wounded officers, and supplied the whole of the

* See Vol. II. Part II. pp. 576 and 627. † See p. 14.

forces with bread and rum. She also formed part of the squadron sent up the Patapsco river, in Sept. 1814, to threaten the water approach to Baltimore, during the advance of Major-General Ross by land*.

After that fruitless descent upon the enemy's coast, Captain Bruce was removed to the Rover sloop, and ordered home with despatches. In 1815, he accompanied Rear-Admiral Sir George Burlton, and the outward bound East India trade, to the southward of the equator; touched at Maranham; and convoyed a fleet of merchantmen from Barbadoes to England. He subsequently cruised off Dieppe, in order to intercept Napoleon Buonaparte, should that personage attempt to escape from thence to America; and was proceeding with despatches from Lord Keith to Sir Henry Hotham when he met the Bellerophon, 74, off Ushant, with the idol of the French army on board.

The Rover was paid off in Oct. 1815; and Captain Bruce remained on shore from that time till March 1821, when he was appointed to the Sappho sloop, fitting for the Irish station, where he happened to be the senior commander employed when his Majesty visited the sister kingdom, and was received by the squadron under Sir Josias Rowley. He was consequently promoted to post rank on the 16th Nov. 1821; and superseded in the command of the Sappho on the 24th of the following month.

Captain Bruce married, in Feb. 1822, the second daughter of Admiral the Hon. Sir Alexander J. Cochrane, G. C. B. whose flag-ship, the Britannia 120, he commanded from Oct. 4, 1823, until she was paid off, at Plymouth, April 3, 1824. His eldest surviving brother, Sir James Robertson Bruce, Bart. is in the royal artillery, with which distinguished corps he served in the peninsula and at Waterloo.

Agents.—Messrs. Cooke, Halford, and Son.

Sir CHARLES BURRARD, Bart.

Third and eldest surviving son of the late Lieutenant-General Sir Harry Burrard, colonel of the first regiment of

* See the note at p. 17.

foot-guards, by Hannah, daughter of Harry Darby, of London, Esq.

This officer was born Mar. 2, 1793; made lieutenant, May 1, 1812; appointed to the Milford 74, bearing the flag of Rear-Admiral Freemantle, in 1813; and promoted to the command of the Grasshopper brig, June 7, 1814. He succeeded to the baronetcy on the demise of his father, Oct. 18, 1813 *.

Sir Charles Burrard's next appointment was, April 15, 1819, to the Hind of 20 guns, which sloop he commanded until advanced to post rank, Jan. 29, 1822. On the 20th March, 1823, he was appointed to the Revenge 76, fitting for the flag of Vice-Admiral Sir Harry Neale, G. C. B.; and in the same year he assisted at the ceremony of investing the King of Portugal with the Order of the Garter. The occurrences on the Mediterranean station, during the period of Sir Harry Neale's command there, will be noticed in the *Addenda* to our memoir of that distinguished officer.

The subject of this sketch married, at Naples, in 1826, Louisa, daughter of Sir Henry Lushington, Bart.

Agent.—J. Woodhead, Esq.

WILLIAM JAMES MINGAY, Esq.

We first find this officer serving as midshipman of the Magnificent 74, Captain William Henry Jervis, when that ship was wrecked near Brest, Mar. 25, 1804. He obtained the rank of lieutenant, July 6, 1805; and served on shore with the naval brigade, under Captain Byng (now Viscount Torrington), at the capture of the Cape of Good Hope, in

* Sir Harry Burrard's eldest son died Jan. 21, 1809, of a wound he received at the battle of Corunna, while serving as aide-de-camp to Sir John Moore. His second, a midshipman in the royal navy, was drowned by the capsizing of a boat, near Weymouth, on the 9th Oct. in the same year. His fourth son was mortally wounded at the storming of St. Sebastian, in 1813.

Jan. 1806; from which period we lose sight of him until his appointment to be first of the Eridanus frigate, Captain William King, Mar. 5, 1816. In the summer of the following year, he was senior lieutenant of the Royal George yacht, bearing the royal standard, during his present Majesty's aquatic excursions in the neighbourhood of Portsmouth; and he subsequently commanded the Camelion brig, on the same station, upwards of three years. His first commissions as commander and post-captain bear date Oct. 2, 1817, and Jan. 29, 1822.

Captain Mingay's next appointment was, July 22, 1824, to the Romney 50, armed *en flûte*, fitting as a troop-ship at Chatham. Since Jan. 8, 1825, he has commanded the Hyperion frigate, on the establishment of a third rate, lying in Newhaven harbour, for the purposes of the extended coast blockade.

THOMAS LADD PEAKE, Esq.

Son of the late Sir Henry Peake, Knt. many years a surveyor of H. M. navy.

This officer was made lieutenant May 8, 1805; and promoted to the rank of commander, for his gallant conduct as first of the Victorious 74, Captain (now Sir John) Talbot, at the capture of the Rivoli French 74, near Venice, Feb. 21, 1812*. His post commission bears date Mar. 1, 1822.

Agents.—Messrs. Stilwell.

ANDREW MITCHELL, Esq.

Third and youngest son of the late Admiral Sir Andrew Mitchell, K. B., whose services are recorded in the Naval Chronicle, Vol. xvi, pp. 90—107; and brother to Captains Charles and Nathaniel Mitchell, R. N.

This officer first went to sea in the Cambrian frigate, then

* See Vol. I. Part II. p. 745 *et seq.*

bearing the flag of his father, as commander-in-chief on the Halifax station; where he was severely wounded while assisting at the capture of a Spanish privateer, in July, 1805. The following is a copy of the official letter written by his captain on this occasion:—

"*Cambrian, July* 21.

"Sir,—I beg leave to present you with a recital of Lieutenant Pigot's proceedings, from H. M. ship under my command, in a schooner privateer we had taken on the 3d. He made the best of his way to the river St. Mary's *, where we had information of two ships and a schooner; he got off the harbour on the 6th, and on the 7th he proceeded with the schooner twelve miles up a narrow river, through a continual fire of the militia and riflemen, until he got within shot of a ship, brig, and schooner, lashed in a line across the river; he engaged them for an hour; his schooner grounded; he had recourse to her boats; and, after an obstinate resistance, carried the ship with her guns; he obliged the men to quit the brig and schooner, took possession of all, then turned his fire on the militia, about a hundred in number, (with a field piece), who were completely routed. Lieutenant Pigot got two wounds in the head by musket-balls, and one in the leg. Lieutenant Masterman, of the marines, who most ably seconded all Mr. Pigot's views, escaped unhurt, to the wonder of all; for his clothes were shot through and through. Mr. Lawson, master's-mate, was wounded severely, as well as Mr. Mitchell, midshipman. Messrs. Griffenhoofe, Bolman, and Williamson, behaved well, as indeed did all on this occasion. Two men were killed, and eleven wounded. This very gallant conduct was observed by some hundreds of Americans from the opposite side of the river, who expressed their astonishment.

"Mr. Pigot never quitted the deck for nearly three weeks, except to get his wounds dressed, which inspired the rest; the wind was adverse for that time, and the enemy never attempted to attack him. I hope he may meet with every reward such conduct deserves; he really is an active officer, always ready.

"The ship proves to be the Golden Grove, and the brig the Ceres, of London, taken by the schooner, a Spanish privateer, of six guns and seventy men, two months since.

"The enemy had armed the ship with 8 six-pounders, 6 swivels, and 50 men: the brig was defended with swivels and small arms. I am, &c.

(Signed) "J. P. BERESFORD."

"*To Sir A. Mitchell, K. B., &c. &c.*"

The loss on the Spanish side is represented by Captain

* The northern boundary of Florida.

Beresford to have amounted to 30 men, including 5 Americans killed, and 22 wounded.

In Dec. 1807, Mr. Andrew Mitchell, then midshipman of the Theseus 74, was taken prisoner in an attempt to destroy a French two-decker at Vigo. His promotion to the rank of lieutenant took place Aug. 15, 1808; and he appears to have served as such in the Theseus during the remainder of the time that she was commanded by Captain (now Sir John P.) Beresford*, in whose memoir we should have stated, that she formed part of the Walcheren expedition, and remained in the Scheldt until the final evacuation of Flushing, &c. He soon afterwards followed the same officer into the Poictiers 74; and was appointed by him to command the Frolic brig, of 18 guns, recaptured from the Americans, Oct. 18, 1812. His commission as commander was not confirmed, however, until Aug. 24, 1813; since which period he has been successively appointed to the Helicon, Martin, and Bann sloops, fitted on the peace establishment. The Martin was wrecked on the coast of Ireland, while under his command, in Dec. 1817; and he invalided from the Bann, at Jamaica, in Sept. 1820.

Captain Andrew Mitchell's post commission bears date April 23, 1822.

Agent.—T. Collier, Esq.

NORWICH DUFF, Esq.

Eldest son of the late Captain George Duff, R. N. who fell with Nelson at the ever memorable battle of Trafalgar, and of whose services we shall here give an outline; first stating, however, that he was the youngest son of James Duff, of Banff, N. B. Esq. by his first wife, a Miss Skene, of Rubislaw, in Aberdeenshire; and grandson of Alexander Duff, of Hatton, in the same county, Esq. whose lady was the eldest daughter of William, the first Earl of Fife.

* See Vol. I. Part II. p. 667, *et seq.*

Mr. George Duff was born in 1764; and we first find him serving under his grand-uncle, Commodore, afterwards Vice-Admiral, Robert Duff; who married Helen, fourth daughter of the above-mentioned nobleman, and died at Queen's Ferry, in Linlithgowshire, June 6, 1787. He appears to have joined that experienced and distinguished officer, whose broad pendant was then hoisted on board the Panther 60, in Sept. 1777. He was present at the capture of the Spanish Admiral Don Juan de Langara, Jan. 16, 1780; and he also served under Captain Houlton, of the Montagu 74, in Sir George Rodney's actions with the Count de Guichen, off Martinique, April 17th, and May the 15th and 19th, 1780 *. In the ensuing year, he shared in two other actions with the French fleet; the first of which was conducted by Sir Samuel Hood, off the same island; and the latter by Rear-Admiral Thomas Graves, near the Chesapeake †. In 1782, he witnessed the masterly manœuvres of Hood, when opposed to De Grasse, during the siege of St. Kitts; and bore a part at the battles of the 9th and 12th April, terminating in the capture of that celebrated French commander ‡. The total loss sustained by the Montagu, in her various encounters with the enemy, amounted to at least 120 officers and men, killed and wounded.

While serving in the West Indies, Mr. Duff received a severe wound in the leg, which was healed with great difficulty, and often proved troublesome to him during the remainder of his life. This injury was occasioned by the falling of one of the Montagu's masts, in a tremendous hurricane, on which occasion she was blown out from the anchorage at St. Lucia, thrown upon her beam-ends, and only saved by cutting away all her spars.

In 1784, Mr. Duff came home senior lieutenant of the Camilla 20, Captain John Hutt; in which ship he soon returned to the Jamaica station, where we subsequently find him serving as first of the Europa 50, bearing the broad pendant of Commodore Gardner, commander-in-chief. He was promoted to the command of the Martin sloop, employed on the coast of Scotland, in 1790; and advanced to post rank Feb. 9, 1793. These steps he obtained through the influence of the Duke and Duchess of Gordon, who recommended him in the first instance to the patronage of the late Lord Melville, then Treasurer of the Navy; and secondly to the Earl of Chatham, presiding at the Board of Admiralty.

Captain Duff's appointments during the French revolutionary war were to the Resource of 28 guns, the Glory 98, Duke 98, Ambuscade 32, Glenmore 36, and Vengeance 74.

The Duke bore the broad pendant of Commodore the Hon. George Murray, and had her main-mast shivered to pieces by lightning, during the

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* See Vol. I. Part I. note † at p. 3 *et seq.* and *id.* note at p. 104 *et seq.*

† See Vol. II. Part I. p. 62, and Vol. I. Part I. note at p. 133.

‡ See Vol. II. Part I. notes * and † at p. 68 *et seq.* and Vol. I. note at pp. 35—39.

operations against Martiniqua, in June 1793*. The Ambuscade and Glenmore were very actively employed on the North Sea and Irish stations, in affording protection to the West India trade, and in various other services. The Vengeance formed part of the fleet under Sir Andrew Mitchell, during the mutiny in Bantry Bay; but Captain Duff, though strict in discipline, was so much respected and beloved by all under his command, that not one of her crew could be prevailed upon by the ringleaders to enter into their views. After the trials and execution of these unhappy men†, she sailed for Jamaica in company with the squadron ordered thither, under Rear-Admiral George Campbell, to watch the movements of an armament sent from Brest, for the purpose of reducing the Blacks in the French part of St. Domingo to obedience.

In 1803, when the war was renewed, and a general invasion of Great Britain threatened by Napoleon Buonaparte, Captain Duff, without pay or emolument, assisted in examining the coasts of the Frith of Forth, and in making arrangements for its defence.—A division of the craft which were voluntarily offered for the guarding of that estuary was then placed under his direction by the Earl of Moira, commander of the forces in Scotland, who, generously and unsolicited, seconded his application to be again called into active service; as had before been done, without effect, by his steady patron, the Duke of Gordon.

Upon the general promotion in the navy, which took place April 23, 1804, Captain Duff received the last appointment he was ever to hold; and immediately proceeded to join the Mars 74, then off Ferrol. During the winter of that year, he was successively employed in the blockade of Rochefort and Brest. On the 22nd May, 1805, he was detached from the grand fleet, to cruise off Cadiz, where he continued under the orders of Vice-Admiral Collingwood, until Nelson arrived from England and resumed the chief command on that most important station. A few days after this event, he was honored by his lordship with the command of a detachment, stationed midway between the inshore squadron and the main body of the British fleet; the former keeping close to the blockaded port, and the latter constantly out of sight of it, but within signal distance of Captain Duff's division.

On the morning of the ever memorable 21st October, the ships composing that detachment were recalled, and ordered to take their proper places in the line-of-battle. The signal was then made for Captain Duff to lead the lee division of the fleet, and to break the enemy's line; but the Mars, notwithstanding every exertion, was passed by the Royal Sovereign and the Belleisle, both of which ships were in action a few minutes before her.

In her way down astern of the Belleisle, the Mars suffered severely from

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* See Vol. I. Part I. p. 40*. † See Vol. I. Part. II. p. 670.

the heavy raking fire of two French and two Spanish 74's: after closing with them she was obliged to come head-to-wind, in order to avoid running on board the Santa Anna 112, flag-ship of Vice-Admiral d'Aliva, whereby she lay with her stern exposed to one of each nation. On paying off again, she became warmly engaged with a third French 74; and presently received a most destructive raking broadside from one of her first opponents, which almost cleared the poop and quarter-deck of both officers and men. It was at this moment, about 1-15 P. M., while Captain Duff was standing at the break of the quarter-deck, looking over the side, that a shot struck him on the breast, knocked off his head, and killed two seamen who were immediately behind him. His body fell on the gangway, where it lay, covered with a union-jack, until the end of the battle.

The total loss sustained by the Mars in this tremendous conflict was 29 killed, and 69 wounded. Among the former were Messrs. Alexander Duff, master's-mate, and Edward Corbyn and Henry Morgan, midshipmen; among the latter we find Lieutenants Edward William Garrett and James Black; Captain Thomas Norman, R. M.; Mr. Thomas Cook, master; and Messrs. John Young, George Guiren, William John Cook, John Jenkins, and Alfred Luckraft, midshipmen.

Captain Duff was a man of fine stature, strong and well made, above six feet in height, and had a manly, open, benevolent countenance. His Majesty's service could not boast of a better or more gallant officer. We can add, that he was also a tender husband, an affectionate parent, a dutiful son, and a sincere friend! He married, May 6, 1791, Sophia, second daughter of the late Alexander Dirom, of Muiresh, in Aberdeenshire, Esq. and by that lady had five children, three of whom survived to mourn their father's death.

His only surviving son, Mr. Norwich Duff, first embarked on board the Aurora frigate, Captain the Hon. George Elliot, in July, 1805; and joined the Mars about four weeks previous to the battle of Trafalgar; after which he was removed, by the directions of Vice-Admiral Collingwood, into the Euryalus 36, Captain the Hon. Henry Blackwood, under whom he served, in that ship and the Ajax 80, until the latter was destroyed by fire, near the island of Tenedos, in the night of Feb. 14, 1807 *. Being then but an indifferent swimmer, he did not quit the ship until forced to do so by the flames, when he dropt from the spritsail yard into the sea, and was fortunately picked up by a boat belonging to the Canopus.

Two days after the destruction of the Ajax, Mr. Duff, then

* See Vol. I. Part II. p. 648.

only between fourteen and fifteen years of age, joined the Active frigate, Captain Richard Hussey Moubray, one of Sir John T. Duckworth's squadron in the expedition against Constantinople; and he appears to have been employed in her boats at the destruction of the formidable Turkish battery on Point Pesquies *. On the 26th Mar. 1808, he witnessed the capture of the Friedland, a Venetian brig of war, mounting 16 long 12-pounders, and having on board the commander-in-chief of the Italian marine.

Early in 1809, the Active, then commanded by Captain (now Sir James A.) Gordon, escorted a fleet of merchantmen to England, and was paid off soon after her arrival. In Aug. following, however, we find her re-commissioned by the same officer, with whom Mr. Duff returned to the Adriatic, where he bore a part in many boat attacks, and also in one of the most severe and brilliant actions, between two squadrons of ships, that has ever been recorded †. Among the most important of the former services, were the capture and destruction of two valuable convoys; one in the harbour of Grao, the other near the island of Ragosniza, on the 29th June, 1810, and 27th July, 1811 ‡.

After the battle off Lissa, Mr. Duff was sent with a party of men, under Lieutenant George Haye, to assist in navigating the Corona frigate, one of the prizes, into port. Early in the ensuing night, that ship caught fire, and the whole of her main-mast and rigging were instantly in flames. The Active was then towing her; but it being known that she had a number of ready primed shells on board, Captain Gordon gave orders instantly to cut her adrift. "She now presented a most awful spectacle, and was quite given up as lost. No possible assistance could be afforded from the squadron, and she had to trust alone to her own exertions. These, however, were not wanting; and by the extraordinary perseverance and coolness of the British officers and men on board, the

* See Vol. I. Part II. p. 803 *et seq.* † See Vol. II. Part I. p. 472 *et seq.*

‡ See Commander William Slaughter, and Captain William Henderson.

fire was at length extinguished." Many of the prisoners, in endeavouring to swim to the Active, were drowned.

In Sept. following, Mr. Duff was sent to Malta in a prize, for the purpose of passing his examination; but he was fortunate enough to regain the Active a few days before the severe action in which Captain Gordon lost his leg *. On la Pomone striking her colours, he was sent with a few men to board and take possession of her; when owing to an accident, the boat was upset in lowering down, and he remained overboard a considerable time before another could be sent to rescue him, the whole of them being more or less disabled with shot. The total loss sustained by the Active, in the battles of March 13th and Nov. 29th, 1811, amounted to 17 killed, and 53, including 2 mortally, wounded.

A few days previous to the latter date, Mr. Duff had been appointed acting lieutenant of the Nautilus sloop, but he was not informed thereof until the arrival of the Active at Malta, to refit. There being then a vacancy in that frigate, occasioned by the recent promotion of Lieutenant William Henderson †, he obtained an order to fill it, and continued to serve in her until she was paid off at Sheerness, in June, 1812. His first Admiralty commission bears date Nov. 14, 1811.

On the 14th Sept. 1812, Lieutenant Duff was appointed third of the Seahorse 38, fitting out at Woolwich, under the command of Captain Gordon, with whom we afterwards find him successively employed on the Jamaica station, off Iceland, and in the blockade of Cherbourg. On the 13th Nov. 1813, he assisted at the destruction of a French lugger privateer, of 16 guns and 72 men ‡. On the 29th of the following month, he was appointed flag-lieutenant to Vice-Admiral the Hon. Sir Alexander I. Cochrane, K. B. who promoted him to the command of the Espoir brig of 18 guns, on the Halifax station, June 15, 1814.

The Espoir formed part of the naval force in the Chesa-

* See Vol. II. Part II. p. 940. † See p. 106.

‡ See Vol. II. Part II. p. 941.

peake during the operations against Washington, Baltimore, &c. and she subsequently joined the expedition assembling in the West Indies preparatory to an attack on New Orleans. After the termination of hostilities between Great Britain and America, she was employed in protecting the fisheries and trade on the coast of Labrador and in the bay of Fundy, on which services she continued until relieved by another sloop, fitted on the peace establishment, in Aug. 1816.

Captain Duff paid off the Espoir, at Portsmouth, in Oct. 1816; and was appointed to the Beaver of 10 guns, fitting for the Jamaica station, Jan. 1, 1817. His last appointment was, July 1, 1817, to the Rifleman 18, principally employed on the Spanish Main, which sloop he put out of commission at the above port, Aug. 11, 1818. His advancement to post rank took place April 23, 1822.

Agent.—J. Hinxman, Esq.

CHARLES CHRISTOPHER PARKER, Esq.

Was made lieutenant, June 17, 1811; promoted to the rank of commander, April 5, 1815; appointed to the Harlequin sloop, on the Irish station, July 17, 1819; and posted, April 23, 1822.

JOHN EDWARD WALCOTT, Esq.

Third son of Edmund Walcott Sympson, of Winkton, in Hampshire, Esq.

This officer commenced his professional career under the patronage of the late Right Hon. George Rose, Treasurer of the Navy, who placed him on board the Blenheim 74, bearing the broad pendant of Commodore Samuel Hood, and about to sail for the Leeward Islands, Oct. 18th, 1802. In this ship he remained until June, 1804, when ill health obliged him to return to England. He next joined the Lively frigate, Captain (now Sir Graham Eden) Hamond; and served in her at the capture of the Spanish treasure ships, off Cape St. Mary,

Oct. 5, 1804; also at the detention of the San Miguel merchantman, from Omoa bound to Cadiz, having on board nearly 200,000 dollars, upwards of 2000 bales of indigo, four cases of wrought plate, and other valuable articles, Dec. 7, 1804; on which latter day, he likewise witnessed the capture of the Santa Gertruyda frigate, with a cargo of great value, by the Polyphemus 64, Captain John Lawford *.

In Sept. 1806, Captain Hamond having previously resigned the command of the Lively, Mr. Walcott joined the Centaur 74, bearing the broad pendant of his friend, Sir Samuel Hood, under whom he served in the expeditions against Copenhagen and Madeira, in 1807, and subsequently on the Baltic station. The following is a copy of that officer's official letter to Sir James Saumarez, reporting the capture of the Danish despatch-boat mentioned at p. 32:—

"*Centaur, at anchor off Möen Island, Aug.* 6, 1808.

"Sir,—Last evening a boat was discovered rowing along shore, under the cliffs of Möen, and from a number of soldiers marching on the beach, as a guard, she appeared suspicious. The cutter of this ship, armed, was sent, with the hope of intercepting her, and gaining information. She was not closed with until run on shore on the S. E. point, beyond the cliff, where the enemy have a post and endeavoured to cover her by a body of troops with two field-pieces. Lieutenant James Shea, who commanded the cutter, gallantly pulled in under a heavy fire, and the boat was carried; but I have to regret this brave young officer was killed, just at the moment he got alongside. Messrs. Walcott, master's-mate, and Price, midshipman, brought her off, after a warm contest of some minutes, without further loss. She proved to be from Copenhagen bound to Bornholm, and as there were proclamations, &c. addressed to the governor, I imagine she was employed as a packet-boat; but the crew had time to effect their escape, and carry off most of the packages and letters. I have the honor to be, &c.

(Signed) "SAMUEL HOOD, Rear-Admiral."

Mr. Walcott was soon afterwards ordered to act as signal-lieutenant of the Centaur, and in that capacity he assisted at the capture and destruction of the Sewolod, Russian 74, in the upper part of the Baltic, Aug. 26, 1808†.

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* See Vol II. Part I. p. 176.

† See Vol. II. Part II. p. 649. *et seq.*

On the 19th Oct. in the same year, Sir Samuel Hood addressed the following letter to Sir A. S. Hamond, late Comptroller of the Navy:

"My dear Sir Andrew,—I know the interest you take for the welfare of young Walcott, and am therefore induced not to lose a moment in the pleasure of informing you of Sir James Saumarez, at my solicitation, having given him the appointment of Lieutenant, in the room of Captain Lawless, late first of this ship and promoted on our success. I had, from his very gallant conduct in the capture of a boat off Möen, when one of my lieutenants was killed, and the very excellent manner he conducted himself in the absence of my signal-officer, sent with the Swedish Admiral during the chase of the Russian squadron, and in that action, kept the vacancy open for him until he had passed his examination on the 16th instant. I can say no more to you in his favor than that I hope he will not quit me until he can gain another step. A more deserving, good young officer does not exist. I hope therefore, you may be induced to assist in his confirmation with Mr. Rose. Believe me always yours most truly,

(Signed) "SAMUEL HOOD."

Mr. Walcott's commission was confirmed by the Admiralty, Nov. 25, 1808, from which period he served under Sir Samuel Hood, in the Centaur, Hibernia, and Minden, on the coast of Spain, in the Baltic, and on the Mediterranean and East India stations, until the demise of that great and lamented officer, who expired at Madras, literally worn out in the service of his country, Dec. 24, 1814.

Some time previous to his dissolution, Sir Samuel Hood, from having it in contemplation to return home overland, had addressed Viscount Melville in favor of Lieutenant Walcott, as follows:—

"*Madras, 29th September*, 1814.

"My Lord,—The time of approach to the termination of my command on this station being near, and having been enabled only to promote two of my lieutenants, who had been with me many years, I have to entreat your Lordship, should I not have the chance of another vacancy, to do me the kindness before I strike my flag to promote to a Commander my flag-lieutenant (John Edward Walcott). He is an officer whose attention and ability in his profession caused me to place him in that station; he served with me in the Baltic, Mediterranean, and this country, in the same situation; and when my secretary was obliged to return to England from ill health; soon after my arrival here, seeing me in distress, he volunteered his services for both situations, which he has filled with much capacity and judgment. He is the son of a very respectable gentleman in Hampshire, and will do

honor and credit to the service whenever he is advanced. I have therefore to request your Lordship's protection towards him. &c. &c.

(Signed) "SAMUEL HOOD."

Lieutenant Walcott returned to England with the widow of his invaluable friend, in the Malacca frigate, Captain George Henderson; and was the bearer of the following letter from the senior officer in India, addressed to J. W. Croker, Esq. and dated at Point de Galle, Jan. 13, 1815:

"Sir,—Lieutenant John Edward Walcott, flag-lieutenant and secretary to the late commander-in-chief, Vice-Admiral Sir Samuel Hood, being on his return to England, I feel I cannot do better than refer my Lords Commissioners of the Admiralty to him for information on all circumstances connected with this squadron, both previous to and since the period of the lamented Admiral's decease.

"I am aware that it is not strictly within my province to speak officially to their Lordships of this valuable officer, yet I cannot deny myself the pleasure of bearing testimony to the high opinion in which he has been held both on my own part and that of the captains of the squadron who had any opportunity of witnessing his worth. To Sir Samuel Hood, his services were, I know, invaluable; and were I to enter on that distinguished officer's feelings and sentiments towards Lieutenant Walcott, feebly indeed could I convey to their Lordships the sense with which he breathed his last towards him. I have the honor to be, &c.

(Signed) "GEO. SAYER, Commodore."

Mr. Walcott was promoted to the rank of commander, June 6, 1815; but he had not the good fortune to re-obtain active employment until Sept. 14, 1821, when we find him appointed to the Carnation of 18 guns, in which sloop he sailed for the West Indies, Jan. 4. 1822. In August following, being then off the west end of Cuba, he fell in with, and gave protection to the trade passing through the Florida stream, from Jamaica to England. A mistaken and singular opinion having been adopted by the Committee at Lloyd's as to the degree of attention he had paid to the mercantile interests on this occasion, gave rise to a correspondence between that body and the Board of Admiralty, and led to a discussion in the House of Commons (by motion on the part of Joseph Marryat, Esq. the chairman of the said committee), in March, 1823, when Vice-Admiral Sir George Cockburn addressed the House on the subject, and declared "that Captain Walcott's conduct

had been in exact accordance with the duty he had to perform."

Captain Walcott was posted into the Tyne 26, on the Jamaica station, May 6, 1822; but he had no opportunity of joining her until the month of December following. In the beginning of 1823, he convoyed another homeward bound fleet through the Florida Stream, and then proceeded in quest of some piratical vessels. The result of an anxious cruise of two months, in company with the Thracian sloop, Captain John Walter Roberts, is thus stated by him in an official, but hitherto unpublished letter, dated off the east end of that island, and addressed to Rear-Admiral Sir Charles Rowley, K. C. B. April 7, 1823:

"My letter narrating the proceedings of H. M. ships Tyne and Thracian, in execution of your orders for the extirpation of the pirates cruising in the Old Bahama Channel, and on the coast of Cuba adjoining, will apprise you of my having put to sea from the harbour of Neranjos, on the 29th ultimo, in search of the schooner I had information of, as likely to be found off Baracoa.

"I have the honor further to report, that we gained sight of a schooner bearing her description, early on the forenoon of the 31st, off that place: H. M. ships disguised as much as possible, to bear the appearance of merchant vessels, stood in to close with her, then under easy sail, standing in for the land. Three hours, however, undeceived the object of our pursuit; when, on perceiving her to crowd all sail for the harbour of Mata, which I had understood occasionally to be a piratical rendezvous, disguise was thrown off, and all possible efforts made in direct chase until 1-30 P. M. when, on observing her to anchor in the said harbour, with every appearance of suspiciousness, from mooring head and stern, with her broadside commanding the narrow entrance, little more than a cable's length in breadth, notwithstanding her having displayed Spanish colours, and from the ships being at this time far in the offing, with a very light air, the boats of both were instantly hoisted out, manned, and armed. At 3 P. M., when within gun-shot, she opened her fire under the royal flag of Spain (which, after the first shot, was supplanted by the black flag), upon the boats, wearing their proper national colours; her decks crowded with men, and her force, comparatively with open boats at such a time of day, most formidable, whilst I perceived a body of men had landed, to cut us up from a thicket on one side of the harbour's entrance; and altogether, from the admirable position for defence which she had taken up, the period of pulling in, and consequent inability, for a time, to board with the prospect of success, the boats were necessarily placed under an incessant and most gall-

ing fire of every description for upwards of three-quarters of an hour; which was sustained with the firmest intrepidity; the carronades of our two pinnaces played with considerable effect, together with our musketry on nearer approach; but the instant the favorable moment arose, one and all dashed in, under a heavy shower of grape and musketry, gave three cheers when just alongside, and prepared to board with a devotedness every way equal to even a more formidable force. The panic on board was instantaneous, and with trifling exception the entire of the crew threw themselves into the sea; 28 were secured, amongst whom was their commander, but numbers, I regret to add, escaped through their near vicinity to the shore. The vessel proved to be the piratical schooner Zaragozana, of 120 tons, carrying one long 18-pounder on a swivel, four long 9-pounders, and eight swivels; was otherwise well armed, and every way prepared against our boarding; her decks covered with bottles filled with combustible materials, with a crew of from 70 to 80 men, chiefly European Spaniards, commanded by one of that nation under the name of Cayatano Aroganez, who fought his vessel with a skill, and, until the moment of panic, with a desperate courage, worthy of a better cause, impelled however, I believe, in a measure, by the conviction which he had that the ships, from draft of water, could not enter the harbour, and that therefore, could he overcome the boats, his triumph and safety were insured.

"Where all, Sir, officers, seamen, and marines, so heroically performed their duty, I should feel it invidious to particularize individuals, were I not anxious to bring under your knowledge officers in command of boats so worthy of your notice, and the approbation of my Lords Commissioners of the Admiralty. Lieutenant (Amos) Plymsell, next in command, a zealous and gallant officer, who has accompanied me on every service with the boats. Lieutenant James Campbell, and Messrs. Robinson, Payson, Shapland, Gettings, and Dalyell, midshipmen; likewise Mr. West, surgeon, and Mr. Graham, assistant, who volunteered their services. I should equally be wanting in candour towards those who were unavoidably left in the ships, were I not to state, that all panted to accompany me, foremost amongst whom, in justice to him and in honor to myself, must I name Captain Roberts, who on every occasion throughout the period of his service with me, has manifested a zeal and effort commanding the applause of all. He lost no time in following me with the ships, and had reached, by the assistance of Mr. Bull, acting master of the Tyne (who throughout the cruise has brought the ships in safety through constant intricate and dangerous navigation) nearly within gun-shot, on our capture being complete.

"The schooner was fitted out, and armed as she is, at the Havannah, from whence she sailed in January last, with 50 men on board, under the designation of a merchant vessel armed for self defence, and thus permitted to depart by the authorities of that city.

"In forwarding the list of killed and wounded, I cannot but congratu-

late myself on the providential trifling loss sustained*, whilst the piratical vessel, so far as I can speak with accuracy, had 10 killed and 15 wounded, though I have reason to believe the number much beyond, including the drowned. Of those escaped, 16 were, on the following day, overtaken in the woods, and secured, by the troops the governor of Baracoa sent round, on hearing of the capture, to co-operate in any way I should be pleased to point out; and by whom I have been apprized, officially, that they will be dealt with agreeably to those laws they have so dreadfully outraged. I have the honor to be, &c. (Signed) "JOHN EDWARD WALCOTT."

"P. S. The Zaragozana is the same schooner which plundered the French merchant ship in the early part of March, and whose cargo I found concealed in the harbour of Neranjos."

On receiving the account of this important capture, the commander-in-chief at Jamaica issued the following general memorandum:

"*H. M. S. Sybille, Port Royal, 11th April*, 1823.

"The courage, perseverance, zeal, and abilities displayed by Captain Walcott, of his Majesty's ship Tyne, in carrying into execution my orders for the extirpation of the pirates in these seas, have excited my highest commendation and praise, and I beg that he will accept of the same.

"To Captain Roberts, and the other officers employed under Captain Walcott, I desire to express my warm admiration of their conduct, which I shall make known to my Lords Commissioners of the Admiralty.

"To the petty-officers, seamen, and marines employed upon the above arduous service, my thanks are given, and I view their bravery, and cheerful endurance of fatigue and privation, as a pledge of their good conduct upon all future occasions on which their country may claim their services.

"The foregoing Public Order to be read to the officers and companies of H. M. ships and vessels under my command.

(Signed) "CHARLES ROWLEY, Rear-Admiral."

"*To the respective Captains and Commanders.*"

In a letter to the Admiralty, dated April 12th, 1823, Sir Charles Rowley, after extolling "the zeal and ability displayed by Captains Walcott and Roberts," added:

"The capture of this vessel is not only gratifying as regards her piratical character, but as an evidence of the perseverance exhibited by Captain Walcott, who, disregarding his weak state of health, endured the privations and fatigue of searching creeks and inlets in open boats for six days. Fortunately success has attended his labours. I have pleasure in embracing

* Total one killed and five wounded.

this opportunity of bringing under their Lordships' notice the abilities and unremitted attention of Mr. Thomas Bull, acting master of the Tyne, who a second time has conducted the ship through an intricate and dangerous navigation without the slightest accident. The praise given to this officer by Captain Godfrey is corroborated by his successor, whose favorable opinion is contained in the letter which I herewith transmit."

Being at this period a very great sufferer from the climate of the West Indies, Captain Walcott was obliged to resign the command of the Tyne, by invaliding; and he returned to England with Sir Charles Rowley, in May, 1823. The receipt of the Rear-Admiral's late communication was thus officially acknowledged:

"*Admiralty Office, May* 29, 1823.

"Sir,—Having laid before my Lords Commissioners of the Admiralty your letter of the 12th April, transmitting two letters from Captain Walcott, of the Tyne, reporting the proceedings of that ship and the Thracian, in search of piratical vessels, and the capture of a schooner of that description, called the Zaragozana, by the boats of the Tyne and Thracian, in the harbour of Mata, I am commanded by their Lordships to express their approbation of the conduct of Captain Walcott and the other officers and men employed.

"And I am to acquaint you, that, as a mark of their approbation, their Lordships have promoted Mr. Shapland, the senior midshipman mentioned by Captain Walcott, to the rank of Lieutenant; and that they have ordered Mr. Bull, acting master of the Tyne, to be made a Master, and to be placed at the head of the additional number of Masters about to be made. I am, &c. (Signed) "JOHN BARROW."

"*To Sir Charles Rowley, K. C. B. &c. &c. &c.*"

Messrs. Henry Shapland and Thomas Bull were accordingly promoted, on the same day that Mr. Barrow's letter was written. On the 16th of the ensuing month, Captain Roberts, whom Sir Charles Rowley had appointed to succeed Captain Walcott in the command of the Tyne, was advanced to post rank; and Mr. John Delancey Robinson, midshipman, who likewise assisted at the capture of the Zaragozana, to that of lieutenant. In the mean time, Cayatano Aroganez, and 23 of the other miscreants, were tried, sentenced to death, and executed at Jamaica.

Captain Walcott's eldest sister is married to Captain George Henderson, R. N.

THOMAS WOLRIGE, Esq. *

Was born at Plymouth, of which town he is a freeman, Sept. 15, 1782. He entered the navy Aug. 12, 1795; and served the greater part of his time, as midshipman and master's-mate, under Captain (now Sir Joseph S.) Yorke, in the Stag 32, Jason 36, and Canada 74. Previous to his joining the latter ship, he had the misfortune to be wrecked and taken prisoner, in the Jason, then commanded by Captain the Hon. John Murray †. We subsequently find him in a state of captivity, at Fort St. Elmo, Naples. He was made lieutenant, Mar. 29, 1802; promoted to the command of the Opossum brig, Jan. 24, 1811; appointed to the Driver ship-sloop, fitting for the African station, Oct. 30, 1821; and advanced to post-rank, July 19, 1822. He married, Mar. 10, 1819, and has issue.

Agent.—C. Clementson, Esq.

CHARLES CRACKENTHORP ASKEW, Esq.

Son of John Askew, of Pallinsburn, co. Northumberland, Esq., by Bridget, daughter of John Watson, of Goswick, co. Durham, Esq.

This officer entered the navy Feb. 21, 1798, as midshipman, on board the Vestal frigate, Captain Charles White; and served under that officer in the expedition against Ostend, conducted by Major-General Coote and Captain Sir Home Popham ‡. We next find him with the gallant Riou, in the Amazon 38, at the sanguinary battle of Copenhagen §; during which his captain was slain, and 36 of his shipmates killed and wounded.

After the renewal of the war with France, in 1803, Mr.

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* See p. 198. † See Vol. II. Part I. p. 80.

‡ See Vol. I. Part II. note at p. 713, *et seq.*

§ See Vol. I. Part I. p. 367, *et seq.*

Askew, then serving in the same frigate, under Captain William Parker, assisted at the capture of le Felix privateer, of 16 guns and 96 men. He subsequently accompanied the squadron under Lord Nelson to the West Indies, in pursuit of the combined fleets; and, returning from thence, assisted in capturing the Principe de la Paz, Spanish privateer, mounting 24 long 9-pounders and 4 brass swivels, with a complement of 160 men *. His first commission bears date Nov. 27, 1805.

On the 4th of the following month, Lieutenant Askew was appointed to the Dictator 64, Captain James Macnamara; and on the 30th December, 1806, he was removed from that ship to the Thalia 36, then commanded by Captain James Walker, on the Guernsey station, but afterwards by Captain Thomas Manby, and employed in protecting the Greenland fishery. While serving under the latter officer, he successively visited Davis's Strait, the coast of Labrador, Newfoundland, the Western Islands, Cadiz, and Gibraltar †. Under his successor, Captain James Giles Vashon, he served in the expedition to the Scheldt, in the year 1809. He was promoted from the Thalia, to the command of the Moselle sloop, on the Jamaica station, Nov. 26, 1811.

Captain Askew's subsequent appointments were, June 7, 1814, to the Shamrock brig, which vessel he paid off, Oct. 9, 1815; and, May 22, 1821, to the Martin ship-sloop, fitting for the Mediterranean station, where he received his post commission, bearing date July 19, 1822.

This officer married, Feb. 13, 1828, Sarah, third daughter of the late Patrick Dickson, of White Cross, Berwickshire.

Agents.—Messrs. Maude & Co.

WILLIAM M'KENZIE GODFREY, Esq.

Son of Peter Godfrey, of East Bergholt, in Suffolk, Esq. and nephew to Vice-Admiral Sir Charles Rowley, K. C. B.

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* See Vol. II. Part I. p 438, *et seq.* † See *id.* p. 210, *et seq.*

This officer passed his examination in Oct. 1809; obtained the rank of lieutenant, Jan. 8, 1810; and was promoted to the command of the Emulous brig, on the Halifax station, Feb. 2, 1813. In the course of the same year, he reported to Sir John B. Warren the destruction of three small American privateers, in Machias and Passamaquaddy bays. His subsequent appointments were, July 22, 1814, to the Arachne of 18 guns, in which vessel we find him conducting the port duties at Gibraltar, in the spring of 1816; and Nov. 18, 1820, to the Surinam sloop, fitting at Chatham, for the Jamaica station, where he was serving when advanced to post rank, July 19, 1822.

Agents.—Messrs. Chard.

WILLIAM HENDRY, Esq.

Was made lieutenant July 11, 1801, promoted from the Argo 44, to the command of the Forrester brig, on the Jamaica station, April 27, 1814; and posted while commanding the Doterel 18, on the Halifax station, July 19, 1822.

Captain Hendry has recently invented an ingenious piece of iron work which he terms a heel brace, and which is applicable to the lower part of a rudder, in case the lower pintles are broken by the ship grounding, or from any other casualty. To provide for the whole of the pintles going, he proposes that ships should likewise be furnished with a hoop or cap, to embrace the head of the rudder, into which the tiller is to be shipped, which will render the rudder as effectually serviceable as ever. Captain Hendry also suggests a new mode of making a temporary rudder, to which the above heel brace and clasp hoop are to be attached, the whole of which can be put together in a short time, and without the need of a forge.

Agent.—Sir F. M. Ommanney.

JOB HANMER, Esq.

Son of the late Commander Job Hanmer, R. N., and nephew to Sir Thomas Hanmer, Bart.

This officer was made lieutenant Jan. 4, 1808; promoted to the command of the Flamer brig, June 6, 1814; and posted, while commanding the Heron 18, on the St. Helena station, July 19, 1822. He married, May 13, 1823, Harriet, youngest daughter of the late Thomas Dawson, of Edwardston Hall, in Suffolk, Esq.

Agents.—Messrs. Maude & Co.

GEORGE FRENCH, Esq.

Is lineally descended from Patrick Fitz-Stephen French, who died at Dungar (now called French Park) co. Roscommon, Ireland, in the year 1600, and was a junior branch of the family of de Berneval, originally from Lower Brittany, in France, and allied to the dukes of that province.

This officer was born at Dublin, Sept. 29, 1785; and he appears to have entered the navy, as midshipman on board the Cæsar 80, Captain Charles Edmund Nugent, Dec. 10, 1796. In 1799, we find him at the Royal Naval Academy, Portsmouth; from whence he was discharged into the Carysfort 28, Captain Adam Drummond, during the peace of Amiens. His next ship was the Hydra 38, Captain George Mundy, who makes honorable mention of his conduct in a boat attack, near Havre de Grace, Aug. 1, 1803; on which occasion the French lugger Favori, pierced for 4 guns, was captured and brought out under a heavy and constant fire of musketry from the shore. His promotion to the rank of lieutenant took place Oct. 24, 1807; previous to which he had seen much active service on the coasts of Spain and Italy; and acted for some months in the Madras 54, Captain Charles Marsh Schomberg, at Malta.

After serving successively in the Spartan frigate, Captain Jahleel Brenton; Montague 74, Captain Robert Waller Ot-

way; and Bellona 74, Captain John Erskine Douglas, Lieutenant French was appointed, July 11, 1811, to the command of the Basilisk gun-brig, which vessel formed part of the small force under Captain Thomas Ussher, at the capture and destruction of the castle of Almuñecar, in May, 1812 *. He was re-appointed to the same brig, with the rank of commander, May 22, 1813.

Captain French's next appointment was, Dec. 22, 1820, to the Sophie of 18 guns, from which sloop he was posted by the Admiralty, into the Leander 60, on the East India station, July 20, 1822. Unfortunately, however, his commission for that ship did not reach him until after she had sailed for England, and he was consequently left on half pay, at Madras, April 23, 1823. An order was subsequently sent out by their lordships for him to bring home the Asia 84; but this likewise arrived too late, and he was ultimately obliged to return in a merchant vessel, at his own private expence.

Captain French has a brother in the army, and a sister married to the Rev. Richard Cooke.

RIGHT HON. LORD HENRY FREDERICK THYNNE.

Second son of Thomas, present Marquis of Bath, by the Hon. Isabella Byng, daughter of George, fourth Viscount Torrington.

This officer was born May 24, 1797; made lieutenant into the Tagus 42, Captain J. W. Deans Dundas, on the Mediterranean station, Nov. 27, 1817; appointed to the Active 46, Cap. Sir James A. Gordon, Jan. 23, 1819; advanced to the rank of commander, June 7, 1821; posted into the Termagant 28, in the East Indies, July 30, 1822; and appointed to the Ranger 28, fitting at Chatham for the South American station, March 15, 1825.

Lord Henry Thynne married, April 19, 1830, Harriet, daughter of Alexander Baring, Esq. M. P. for Taunton.

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* See Suppl. Part. I. p. 350.

HON. FREDERICK SPENCER,

A Companion of the Most Honorable Military Order of the Bath, Knight of the Royal French Order of St. Louis, and Knight of the Imperial Russian Order of St. Anne.

This officer is the third surviving son of Earl Spencer, K.G. formerly First Lord of the Admiralty, by Lady Lavinia Bingham, eldest daughter of Charles, first Earl of Lucan *.

He was born, April 14, 1798; made lieutenant, into the Myrmidon of 20 guns, Captain Robert Gambier, on the Mediterranean station, July 14, 1818; removed to the Albion 74, flag-ship of Sir Charles V. Penrose, on the 2d Nov. following; appointed to the Suberb 78, bearing the broad pendant of Sir Thomas M. Hardy, Aug. 30, 1819; promoted to the command of the Alacrity sloop, in South America, Mar. 5, 1821; and posted into the Creole frigate, on the same station, Aug. 26, 1822.

Captain Frederick Spencer's next appointment was, Sept. 21, 1825, to the Talbot 28; in which ship he bore a conspicuous part at the battle of Navarin, and afterwards co-operated with the French forces employed in the Gulf of Lepanto. The following are extracts of an official letter from Captain Edmund Lyons, of the Blonde frigate, to Sir Edward Codrington's successor, dated off Patras, Oct. 14, 1828:

"Captain Spencer's letter, by the Echo, will have informed you of the capitulation of Patras.

"I have now the honor of sending you the terms; in defiance of which five Agas, with (it is believed) 1200 or 1500 troops, have thrown themselves into the Morea Castle, and refuse to surrender, unless a written order to do so be produced from Ibrahim Pacha of Egypt, or Ibrahim Pacha of Lepanto.

"Under these circumstances, General Schneider has resolved on commencing offensive operations against the castle. * * * * *

"I have promised to approach the fort, on the 19th instant, as near as the wind and other circumstances will admit; under the hope, that the dread of a naval attack may have the same effect that it undoubtedly had

* See Suppl. Part III. p. 256.

in the surrender of Patras. * * * * * * This letter will be delivered to you by Captain Spencer, who is perfectly informed on all the subjects which I have mentioned.

"I have only to add, that I hope, throughout this service, to preserve that good understanding, and hearty co-operation, with the officers of His Most Christian Majesty, which has so auspiciously commenced under Captain Spencer's firm, though conciliatory, management."

The manner in which the Turco-Egyptians were expelled from their last strong hold in the Peloponnesus, has been officially related at p. 387 *et seq.* of Suppl. Part III. The companionship of the Bath, the cross of St. Louis, and the order of St. Anne, were conferred upon Captain Spencer immediately after the conflict at Navarin; on which occasion the Talbot had 6 men killed and 17 wounded.*

Captain Spencer married, Feb. 23, 1830, the second daughter of W. S. Poyntz, of Cowdrey Park, co. Sussex, Esq.

ARCHIBALD M'LEAN, Esq.

Was made lieutenant, Sept. 5, 1816; appointed to the Leander 60, refitting at Portsmouth, for the flag of Sir David Milne, Oct. 7, 1816; promoted from the Vigo 74, flag-ship of Rear-Admiral Lambert, to the command of the Beaver brig, on the St. Helena station, July 7, 1821; sent from thence to South America, in September following; and there posted into the Blossom 26, on the 9th Sept. 1822.

Agents.—Messrs. Maude and Co.

JAMES HANWAY PLUMRIDGE, Esq.

Was made lieutenant, Aug. 20, 1806; and commanded the boats of the Melpomene frigate, Captain (afterwards Sir Peter) Parker, at the destruction of a Danish national cutter, and some merchant vessels, on the coast of Jutland, under a very heavy fire, by which six of his party were severely

* See Suppl. Part II. p. 333.

wounded, May 1, 1809*. During the latter part of the war with France, he served as first lieutenant of the Resistance frigate, Captain (now the Hon. Fleetwood B. R.) Pellew, on the Mediterranean station. His promotion to the rank of commander took place June 7, 1814; on which occasion he was appointed to the Wizard brig, of 16 guns.

Captain Plumridge's subsequent appointments were, Nov. 18, 1814, to the Philomel 18; and Feb. 2, 1818, to the Sappho of similar force. In Aug. and Oct. 1820, he captured three American smugglers, on the Irish station, one of which had on board 400 bales of tobacco. His post commission bears date, Oct. 9, 1822. Mrs. Plumridge died July 31, 1827.

Agent.—J. Woodhead, Esq.

CHARLES NELSON, Esq.

Second and youngest son of the late Rev. Edmund Nelson, Rector of Congham, in Norfolk; and great-grandson of William Nelson, who was also the ancestor of that renowned warrior, Vice-Admiral Lord Nelson.

This officer was born at Congham; and he first embarked for the purpose of joining his illustrious relative, exactly three weeks previous to the battle of Trafalgar. From this period, he served under Sir Richard G. Keats, and Captain the Hon. George H. L. Dundas, in the Superb 74, Euryalus frigate, Hibernia first rate, and Edinburgh 74, until his promotion to the rank of lieutenant, Feb. 5, 1812. We subsequently find him in the Sparrowhawk brig, Captain Thomas Ball Clowes, and Union 98, Captain (now Rear-Admiral) Robert Rolles, on the Mediterranean station. He was made commander, June 13, 1815; appointed to the Nimrod sloop, fitting for the Leith station, June 25, 1819; and advanced to post rank, Oct. 9, 1822. His brother is now Rector of Congham.

* See Suppl. Part III. p. 366.

GEORGE TYLER, Esq.

Is a son of Admiral Sir Charles Tyler, K. C. B. and was born at Cattrell, co. Glamorgan, in Dec. 1793.

He entered the Royal Naval College, in Oct. 1806; went first to sea in the Lively frigate, Captain George M'Kinley, in 1809; and lost his right arm, when serving as midshipman of the Spartan 38, Captain Edward Pelham Brenton, in a boat expedition against the enemy at Quiberon, May 1811. His first commission bears date, Feb. 6, 1813; from which period he served as flag-lieutenant to his father, until promoted by him to the command of the Harpy sloop, at the Cape of Good Hope, Feb. 7, 1815.

Captain Tyler was granted a pension of 200*l.* per annum, for the loss of his arm, May 8, 1816; appointed to the Fly sloop, Dec. 8, 1821; and advanced to post rank, while serving on the coast of Scotland, Oct. 10, 1822.

This officer married, in Sept. 1819, Harriet, daughter of the Right Hon. John Sullivan and Lady Harriet Sullivan.

Agents.—Messrs. Chard.

THOMAS HERBERT, Esq.

Was made lieutenant, Oct. 10, 1809; promoted to the rank of commander, Oct. 19, 1814; appointed to the Icarus brig, of 10 guns, Sept. 6, 1821; removed to the Carnation 18, at Jamaica, May 6, 1822; and posted into the Tamar 26, on the same station, Nov. 25, 1822.

In Jan. 1829, this officer was nominated High Sheriff of the county Kerry, Ireland.

Agents—Messrs. Maude and Co.

CHARLES HOPE REID, Esq.

Son of the late Charles Reid, of Watermeetings, in Lanark-shire, Esq. by Wilhelmina Grunshield, niece to the noted swordsman, General Fingland Douglas, of Dumfries-shire.

This officer was born at Watermeetings, and commenced his professional career in the East India Company's service; but being patronised by the Hopetoun family, of whom both his father and grandfather held farms during their lives, he quitted it, and joined the Colossus 74, Captain George Murray, in the beginning of 1797.

During the ensuing summer, Mr. Reid was frequently employed in rowing guard under the walls of Cadiz; and on one of those occasions, the boat in which he served was so nobly and successfully defended against an immensely superior Spanish force, that Earl St. Vincent marked his admiration of the valour displayed, by immediately promoting her commanding officer, the late Lord William [illegible]art.

The Colossus was wrecked on a ledge of rocks, in St. Mary's Road, Scilly, Dec. 10, 1798; and we subsequently find Mr. Reid serving in the Magnificent 74, Captain Edward Bowater, and Leda frigate, Captain George Hope, on the Channel station, and coast of Egypt. The latter ship being paid off on her return from the Mediterranean, he then joined the Netley schooner, Lieutenant James Mein, in which vessel he proceeded to the West Indies, and was present at the capture of St. Lucia, June 22, 1803, also at the reduction of Demerara, Essequibo, and Berbice, in the month of September following*. During these operations in Dutch Guiana, the Netley was commanded by Lieutenant John Lawrence.

In 1804, Mr. Reid rejoined Lieutenant Mein, then commanding the Nimble cutter; and in the following year, having passed his examination, he returned to the Leeward Islands, sub-lieutenant of the same vessel. On his arrival there, he received an acting order from Rear-Admiral (now Sir Alexander) Cochrane, to command the Trinidad schooner, of 14 guns.

Shortly after this, the Hart sloop of war, in which Mr. Reid was proceeding to join his schooner, fell over on her beam-ends, in a sudden gust of wind, off Saba, and was only saved from foundering by his activity and presence of mind. On seeing

* See Suppl. Part I. p. 468.

the water rush down the hatchways, he was the first officer that gained the deck; and hearing the acting gunner, who had charge of the watch, call out "luff," he instantly applied his breast to the tiller, managed, with the assistance of a rope from to windward, to put the helm hard up, and thus averted the general calamity that must have followed obedience to such an order. To the astonishment of every one, the vessel quickly paid round off on her broadside, and immediately afterwards righted.

On his arrival at Barbadoes, Mr. Reid received a commission from the Admiralty, dated Jan. 22, 1806, appointing him lieutenant of the Theseus 74, Captain George Hope, then on Channel service. He subsequently returned home as passenger in the Pheasant sloop, Captain Robert Henderson. Some time afterwards, he was appointed, *pro tempore*, to the Brunswick, another third rate, his own ship having sailed for the Cape of Good Hope, whilst he was absent on leave. We next find him assisting at the debarkation of the British army, under Lord Cathcart, in the neighbourhood of Copenhagen, on which occasion he acted under the orders of Captain Lord Colville.

During the equipment of the Danish navy, Mr. Reid was the senior lieutenant on board the Brunswick, the sole charge of which ship ultimately devolved upon him, in consequence of her captain having fallen sick before the fleet sailed for England, and the first lieutenant being placed in command of the prize 74 that she fitted out and manned.

After conducting the Brunswick from Copenhagen to North Yarmouth and Portsmouth, with the assistance of only one other commissioned officer, Lieutenant Reid soon had the gratification of finding himself again under the command of his ever constant and invaluable friend, Captain (afterwards Sir George) Hope, with whom he removed from the Pompée 74 to the Victory first rate, early in the ensuing year (1808). In the beginning of 1809, he assisted in bringing home the remains of Sir John Moore's army from Corunna; and from that period he served as flag-lieutenant to his distinguished patron, (who had previously been appointed first captain of

the Baltic fleet, under Vice-Admiral Sir James Saumarez) until his promotion to the rank of commander, June 2, 1812.

Captain Reid's subsequent appointments and stations were, Sept. 11, 1812, to the Fervent brig, of 12 guns, Channel and Baltic; June 17, 1814, to the Calypso 18, Western Islands and Mediterranean; early in 1816, *pro tempore*, to the Trident 64, guard-ship at Malta, where being for some time the senior officer, he conducted the various duties of the port, and likewise those of the naval arsenal during the temporary absence of Commissioner Joseph Larcom; Dec. 12, 1817, to the Driver sloop, on the coast of Scotland; and, lastly, Sept. 3, 1818, to the same ship and station, where he had the command of all the small cruisers under the orders of Sir William Johnstone Hope and his successor, Rear-Admiral (now Sir Robert Waller) Otway.

The Driver was paid off at Portsmouth, in Oct. 1821; and Captain Reid promoted to post rank, Dec. 26, 1822. His eldest son was educated at the Royal Naval College, and is now a midshipman of the Pearl sloop, on the Irish station.

Agents.—Messrs. Maude & Co.

JOHN SMITH (*b*), Esq.

Is related to Rear-Admiral Isaac Smith, and to Mrs. Cook, of Merton Abbey, Surrey, widow of the great circumnavigator.

This officer made his way to the rank he now enjoys, from a very humble station in the navy, entirely by his own conduct. He was left an orphan when extremely young. His mother died before he was sensible of the loss; and his father, who was a younger son of a numerous family, became insane, while he was yet at a country boarding school. Although in that unhappy state, his surviving parent was permitted to remain without any controul whatever, until he had squandered and made away with what property he had, till at last his relations found it absolutely necessary to confine him in a private lunatic asylum, where he breathed his last, leaving his children totally unprovided for.

When at a proper age, Mr. John Smith was bound apprentice to a mechanical trade; but his spirit rebelling against this arrangement, he took French leave of his relatives, and of the master they had provided for him; applied to the Marine Society, and was equipped and sent into the naval service by that institution, in 1798. Having received a tolerable education, and being a steady well-behaved lad, he was, after some time had elapsed, taken on the quarter-deck of the Merlin sloop, Captain William Robinson.

In Sept. 1801, the Merlin, cruising on the north side of Jamaica, captured a small Spanish privateer, mounting one gun on a circular sweep, and Mr. Smith, then rated master's-mate, was sent in her with 20 men to cruise as a tender. "In a few days," says he, "at least half the crew were affected with nyctalopia. We were chased one calm morning by a large xebec, carrying from 80 to 100 men, and towards evening she was fast pulling up to us, our people having been fagging at their oars many hours, without any relief. Knowing that night would deprive half our crew of sight, it was proposed to try our strength with the enemy, while it was yet day-light; this was answered by three cheers. The oars were run across, and, the enemy by this time being within gun-shot, the action commenced. After a time, to our great relief, he sheered off and pulled away from us; we, in our turn, became the pursuers; but when night came on, we took especial care to lay our head from the xebec, and saw no more of her. This circumstance put me on devising some means of curing the people affected with night blindness, and I could think of none better than excluding the rays of the sun from one eye during the day, by placing a handkerchief over it; and I was pleased to find, on the succeeding night, that it completely answered the desired purpose, and that the patient could see perfectly well with the eye which had been covered during the day; so that in future, each person so affected had one eye for day, and the other for night; and it was amusing enough to see Jack guarding, with tender care, his night eye from any the slightest communication with the sun's rays, and occasionally changing the band-

age, that each eye in turn might take a spell of night duty; it being found that guarding the eye for one day was sufficient to restore the tone of the optic nerve, a torpor of which, and of the retina, is supposed to be the proximate cause of the disease. I much question whether any purely medical treatment would have had so complete, and, above all, so immediate an effect. Persons affected with nyctalopia become perfectly blind as night approaches, and continue so till the return of day-light; the medical treatment recommended is bleeding and purging, blisters applied repeatedly to the temples, close to the external canthus of the eye, cinchona bark, joined with chalybeates, &c.; all of which was impracticable by us, having no medicine on board our little vessel. I am aware that this disease frequently attends scurvy in tropical climates, and is sometimes occasioned by derangement of the digestive organs and hepatic system, in which cases our simple treatment would be useless; but in the above instance it was evidently caused only by the sun."

In Mar. 1803, Mr. Smith joined the Terror bomb, commanded by Captain George Nicholas Hardinge, and then employed in attendance upon the Princess of Wales, during her sojourn at East Cliff, Ramsgate, but subsequently forming part of the squadron under Sir James Saumarez, at the bombardment of Granville; on which occasion she had two men wounded by splinters *.

Shortly after this event, Mr. Smith followed Captain Hardinge into the Scorpion brig, where he remained until that officer was appointed to the Valorous, a post-ship, in Jan. 1805, when he rejoined his old commander. On quitting the Scorpion for that purpose, he received the following certificate from the late Sir Philip Carteret Silvester, under whom he had served ever since the brilliant exploit for which Captain Hardinge was promoted †:

"These are to certify the Principal Officers and Commissioners of H. M. navy, that Mr. John Smith served as master's-mate on board H. M.

* See Suppl. Part I. p. 44.

† See Suppl. Part III. p. 102 *et seq.* N. B. Mr. Smith was then absent in charge of a prize.

sloop Scorpion, under my command, from the 14th day of April, 1804, to the date hereof.

"Although I have so far complied with the usual custom of giving a certificate in the above form, yet will I abstain from continuing it any further, as the words are, to my apprehension, wholly inadequate to express the very high sense I entertain of his zeal, his merit, his enterprising character, and abilities in his profession, which, if necessary, I am ready to corroborate and confirm by letter.

"Given under my hand, on board the said sloop, in Sheerness harbour, this 30th day of January, 1805.

(Signed) "P. CARTERET."

The value of this testimonial was improved by the manner in which it was granted. On being asked for a certificate, Captain Carteret wrote it himself, folded it up, and desired Mr. Smith to put it in his pocket, and peruse it at some other time. Well might he do so, if he wished to spare the young man's blushes on the occasion, for we believe very few certificates could be found so strongly worded.

Immediately after his removal from the Scorpion, Mr. Smith went up from Woolwich to pass his examination for lieutenant at the Navy Office. Another certificate was necessary, to shew that he had actually joined the Valorous; and meeting with Captain Hardinge on the road, he asked him for one. The gallant officer stepped into a shop, called for a sheet of paper, signed his name at the bottom of it, and told him to write what he pleased above the signature. They immediately left the house together, and each went his own road. Very few captains would have acted thus. We mention the circumstance as a trait in the noble character of a deceased hero; and it is proper to add, that so far from taking an undue advantage of the confidence reposed in him, Mr. Smith adhered most strictly to the common form of a certificate, merely stating, that he had "behaved with diligence, sobriety, and attention, and was always obedient to command." In a day or two afterwards, he was made a sub-lieutenant; and before the end of the following month, he received a commission, appointing him lieutenant of the Namur, 74, Captain Lawrence W. Halsted; for which rapid promotion he considers himself principally indebted to the

late Sir John Colpoys, G. C. B. then a Lord of the Admiralty, and a Vice-President of the Marine Society.

On the 21st August, 1805, the French fleet at Brest, consisting of twenty-one sail of the line, stood out of the Goulet, and anchored between Camaret and Bertheaume. The Namur was then off Ushant, in company with sixteen other line-of-battle ships, under the command of Admiral Cornwallis, who immediately proceeded to reconnoitre the enemy, and, having ascertained their exact force and position, issued the following laconic and pithy general order:

"The admiral intends to attack the enemy's fleet at their anchorage to-morrow morning. Each ship will do her utmost to sink, take, or destroy the enemy's ship opposed to her, by every means in her power.

(Signed) "WM. CORNWALLIS."

Knowing the strength of the enemy's land batteries, the officers of the Namur all made their wills. The brush that took place between the hostile fleets, on the morning of the 22nd August, is thus described by Mr. James:—

"Admiral Cornwallis anchored for the night, a short distance to the southward of the outer Black Rock. On the 22nd, at 4-30 A. M., the British fleet weighed, and, with the weather hazy, and the wind at N. by E., stood in on the larboard tack, for Camaret bay, in close order of battle; the Ville de Paris leading, and next to her the 80-gun ship Cæsar, Captain Sir Richard John Strachan, and 74-gun ship Montagu, Captain Robert Waller Otway. At 6-30 A. M., the Porquelle rock being close a-head, the ships of the fleet tacked in succession. On the haze clearing away a little, the French fleet was seen at anchor; but at 8 A. M. the ships of the latter began getting under weigh. In 20 minutes afterwards the British tacked in succession, and again stood in under easy sail. At 9 A. M., the Indefatigable (frigate) being a-head, stood towards the French 80-gun ship Alexandre, Rear-Admiral Willaumez, who was leading the French fleet, then standing out in line of battle. At 9-30, the Alexandre fired a broadside at the Indefatigable, but without effect, and was answered by the latter's main-deck guns, the distance being too great for the carronades. On this the Indefatigable tacked, and the Ville de Paris and ships in her train * made sail towards the French fleet; but the latter presently tacked for the harbour's mouth, as if to avoid an engagement. At 10-45 A. M., the

* The Cæsar, Montagu, Namur, and three other 2-deckers; the remainder of the British ships were then several miles astern.

Cæsar and Montagu hauled out of the line to attack the Alexandre, who, with the Foudroyant and Impetueux, formed the rear of the French line. This, at about 11 A. M., brought on a fire from the batteries, which the Ville de Paris, Cæsar, and Montagu returned, the three rearmost French ships already named, and the Valeureuse and Volontaire frigates also taking part in it. At 11-30, the west point of Bertheaume bearing N. ¼ E., distant one mile and a half, the British fleet wore and stood out, in order of battle, the batteries keeping up until a quarter past noon, a constant fire of shot and shells.

"The damage done to the British van, principally by the batteries, proved how well the latter were calculated to protect the French fleet at its new anchorage. On board the Ville de Paris one shell struck the spare anchor, and burst into innumerable pieces, which flew in all directions. A piece, weighing about a pound and a half, struck Admiral Cornwallis on the breast, but, being entirely spent, did not hurt him. A second piece struck and slightly wounded one of the midshipmen; the ship had her hull struck in several places, and her rigging and sails a great deal cut. The Cæsar and Montagu both suffered in their rigging and sails; the former, indeed, owing to the close position she took, had 3 men killed and 6 wounded. The Montagu had the heel of her fore-top-mast shot away, but does not appear to have sustained any loss in men."

The next services in which this officer was engaged, will be seen by the following testimonial:

"These are to certify, that Lieutenant John Smith served on board H. M. S. Namur, under my command, from the 26th Mar. 1806, until the 2nd July, 1807, during which time she was one of a squadron under the orders of Sir Richard Strachan, at the capture of a French squadron commanded by Rear-Admiral Dumanoir *, and the Formidable (flag-ship) having surrendered to the Namur, the said Lieutenant Smith was sent on board her, to assist in taking her into port, which service he performed much to my satisfaction; and, although his name did not appear in the list of casualties, it seems he received a contusion in his right thigh during the action.

"I do further certify, that Lieutenant Smith was on board the said ship Namur, when under the orders of Sir J. B. Warren, at the capture of the French ships Marengo and Belle Poule, commanded by Rear-Admiral Linois †, during all which time he conducted himself very much to my satisfaction. (Signed) "L. W. Halsted."

The Namur being paid off in July, 1807, Lieutenant Smith immediately joined the Monmouth 64, Captain Edward

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* See Vol. I. Part I. p. 289. † See Vol. I. Part II. p. 436.

Durnford King; then about to convey Rear-Admiral William O'Brien Drury to India; in which ship he was present at the capture of the Danish settlement of Tranquebar. On her being put out of commission, Sept. 24, 1808, his captain recommended him as an officer "well qualified to command any small vessel the Lords of the Admiralty might think fit to appoint him to."

We next find Lieutenant Smith serving as first of the Doterel brig, Captain Anthony Abdy, and assisting at the destruction of three large French frigates, near the powerful batteries of Sable d'Olonne, Feb. 24, 1809 *. In Oct. following, he was appointed senior lieutenant of the Rifleman brig, Captain Alexander Innes, which vessel was twice saved from destruction through his watchfulness and presence of mind. Under that officer's successor, Captain Joseph Pearce, he assisted at the capture of the Danish cutter Alban (formerly British) of 12 guns and 65 men, May 11, 1811 †. His promotion to the rank of commander took place, at the intercession of the Marine Society, July 3, 1812; on which occasion he was appointed to the Buzzard brig, of 18 guns, fitting for the Mediterranean station.

In the summer of 1813, while employed in the blockade of Valencia, then occupied by the French army under Marshal Suchet, Captain Smith was informed by a Spaniard, that several privateers, and other vessels lying within the mole-heads of the Grao, were loaded with property to the amount of 500,000 dollars, partly captured at sea, and partly plundered from the inhabitants of the city, with which they were preparing to sail for France the first favorable opportunity; that there were then not more than 1000 troops at Valencia;

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* See Vol. II. Part I., note at p. 490, and make the following correction in the seventh line of that note—*for* "another British frigate soon after heaving in sight," *read* "the Indefatigable, another British frigate, having previously joined in the pursuit."

† The Alban, Lieutenant W. S. Key, was totally wrecked near Aldborough, Dec. 18, 1812; and the whole of her crew, &c. except one man and one woman, perished.

that he had reason to suppose the guns and mortars on the mole-heads were spiked, as the enemy was about to quit the place; and that it might be possible to get possession of the vessels in the mole, by a spirited and sudden attack. Immediately on receiving this intelligence, the Buzzard stood in, under Greek colours, to make the attempt; but when within range of grape and canister, a fire was opened on her from the privateers and both mole-heads, on which were mounted several long 24-pounders, and one or two 10-inch mortars. This fire was returned by the Buzzard, and with such effect, that one mole-head was immediately deserted; the Buzzard's guns were then brought to bear on the other, which in like manner the enemy was obliged to quit (the defence being composed of nothing but sand-casks). They however returned back to the one previously abandoned, from whence a fire was again opened; and this method was continued for some time, when, in consequence of one mole-head commanding the other, it being impossible to bring the Buzzard's guns to bear on both at the same time, and troops beginning to pour down from Valencia, it was considered imprudent to prosecute the attempt any further; the Buzzard was then anchored just out of shell-range, and some armed Gibraltar smugglers being on the coast, Captain Smith called them to his assistance, and so completely surrounded the moles, that the enemy, finding it impossible to escape with their booty by sea, landed and conveyed it to the city, where great part of the property was left behind, when the evacuation took place, owing to the want of means to carry it away. After the enemy had quitted Valencia, the Buzzard's boats landed and took possession of seven vessels, three of which being privateers, were sent to Alicant, and left there in charge of Mr. B. Athy, the British consul; the others remained in the mole of Valencia, and Captain Smith being ordered on a distant service could not attend to them; those sent to Alicant were afterwards claimed by the generous and grateful Spaniards, as national property, in consequence of their having been captured within gun-shot of the coast, although actually at the time under the jurisdiction of a provisional government ap-

pointed by the enemy, and although the Spanish General Elio, on his arrival at Valencia, approved of the measures adopted by Captain Smith, and ordered all the stores, sails, &c. of the vessels to be delivered up to him as lawful capture.

We next find the Buzzard present at the fall of Tarragona; and the last shot fired by the French, from that fortress, was directed against her, while reconnoitring in the bay.

On the 11th Sept. 1813, Captain Smith was struck by the main-boom on the right hypochondrium, forced against the larboard round-house, and nearly crushed to death. When taken below he appeared lifeless, and more than a month elapsed before he could leave his bed. During that period, "the antiphlogistic regimen was pursued and pushed to a great extent, leeches were repeatedly applied, occasional doses of calomel and antimonial powder, friction with ammoniated liniment, &c. administered." By this treatment, he was at length enabled to "crawl about;" but he continued to suffer severely as long as the Buzzard remained in commission, which was till Oct. 1814 *. At a subsequent period, he presented a petition "to the King's Most Excellent Majesty in Council," of which the following is a copy:

"The Memorial of John Smith, Esq. a Commander in your Majesty's Navy.

"Humbly sheweth,

"That your Memorialist, while commanding your Majesty's sloop of war the Buzzard, in the month of September, 1813, was proceeding down the Mediterranean, towards Gibraltar, when, in consequence of a rope called the boom-guy breaking from a heavy roll of the ship, your Memorialist at the time standing on the poop, by the larboard round-house, was struck a most violent blow, on the ribs of the right side, by the main-boom, a piece of timber 60 feet in length, and 12 inches in diameter, which crushed him down over the sharp edge of the round-house, contusing the liver and integuments on the right side, and rupturing a blood-vessel, with other injury of the kidney on the left; that, on being freed from this dreadful situation by the succeeding roll of the ship, he was carried, nearly in a lifeless state, to his cabin; and by proper remedies, was in a manner recovered; that, for a considerable time afterwards, he was subject to a discharge of blood from the kidneys and bowels, with disordered liver; which complaints he has been at times affected with ever since;

* Surgeon's certificate

that, latterly, these attacks have occurred so frequently, accompanied with a spitting of blood, and have so debilitated and shattered his constitution, that it is only by an almost constant medical attendance that he is enabled to exist; that his expenses for this advice and attendance have increased so much that he is no longer able to defray them, having no other income but his half-pay, as a Commander in your Majesty's navy, to support a wife and five children.

"That your Memorialist does not complain that the period of his natural life will most probably be considerably shortened in consequence of these internal wounds and bruises—he received them in your Majesty's service, and is content; but he most humbly prays that, if on due examination, his case may appear to merit some relief, your Majesty may be most graciously pleased to take it into your royal consideration.

(Signed) "JOHN SMITH, Commander, R. N."

We should here observe, that Mr. Mauritius Power, the surgeon of the Buzzard, had pressed Captain Smith to take a smart-ticket; but which he refused to do, under the idea that "a short time on shore would re-establish his health." He was subsequently examined by medical men at the Admiralty, who reported that his hurts were not equal to the loss of a limb! and therefore he has never received any compensation whatever. Since that examination, part of his breast-bone has exfoliated; and strange to say, his health is now (1830) much better than it was ten years ago.

On the 18th Aug. 1815, Captain Smith was appointed to the Alert brig, and sent to the river Tyne, to keep the refractory seamen there in order. He afterwards cruised for the suppression of smuggling, on the North Sea station, and made eleven seizures during his three years' service. In the afternoon of Dec. 19, 1816, being then on the edge of the Garbard sand, and running for the Downs, he observed the Mæander frigate working towards Yarmouth, and standing, as he thought, rather too near that dangerous shoal. Entertaining no great opinion of North Sea pilots in general, from having repeatedly witnessed their extreme ignorance in many instances, he made the signal to the Mæander, that she was standing into danger, which signal was seen and answered, but unfortunately the frigate soon afterwards struck upon the sand. Her perilous situation, during the ensuing night and day, has been described at p. 946 of Vol. II. Part II.

In May, 1817, Captain Smith rescued a Hamburg ship and a Pappenburg galliot, with the whole of their crews, from two Tunisian cruisers, one a corvette of 20 guns and 130 men, the other a schooner of considerable force, then cruising in the Narrow Seas. In this novel affair, he acted entirely on his own responsibility, having neither instructions how to proceed in such a case, nor copies of the existing treaties with the Barbary states; but which were afterwards furnished to every captain and commanding officer afloat. His conduct, however, was approved by the Admiralty; and their Lordships were pleased to allow a sum of money, handsomely presented by the owners, and amounting to about one-tenth part of the value of the vessels and their cargoes, to be distributed as prize-money among those concerned in their re-capture. Captain Smith had previously refused to accept an individual gratuity of 200*l.*, which he was offered on his return from escorting the corsairs clear of the English Channel.

While commanding the Alert, which sloop he frequently brought from the Downs to the Nore, through the Queen's Channel, without any pilot, Captain Smith repeatedly witnessed the inefficiency of the common anchor ring, when a chain cable had been attached to it, in consequence of the great stress thrown on a single inch of one so large. He therefore requested that an oval ring of smaller size, or a shackle similar to those on the bilbo-bolt, might be fitted to one of his anchors, when the following answer was returned to his application:

"*Navy Office, 17th October, 1817.*"

"Sir,—We have received your letter of the 15th instant, with one addressed to you by Captain Smith, of the Alert, suggesting that a shackle, or small oval ring, may be fitted to the anchor instead of the ring in use at present, and requesting that that sloop may be furnished with another chain-cable; and we acquaint you, that an additional iron cable cannot be supplied without the authority of the Lords Commissioners of the Admiralty, their Lordships' directions to us allowing one cable only to each of H. M. sloops.

"With respect to the oval link or ring for which Captain Smith has applied, we think it necessary to observe, that by adopting that shape, it appears his object would be defeated, as instead of its possessing the uniform strength of a ring, which wears equally all round, the strain would be borne upon two points only, and in the event of the oval link altering its position,

it is extremely probable that it would break. In addition to this objection, it also occurs to us, that when the oval link becomes much worn (which it certainly would) the link will become useless, but a ring, by shifting the puddening from time to time, as may appear to be necessary, is not liable to this objection, and will therefore be found more durable. Under these circumstances, we cannot comply with Captain Smith's request. We are, Sir, your very humble servants,

(Signed) "T. TUCKER.
"E. STEWART.
"P. FRASER."

"*To Rear-Admiral Sir Charles Rowley, K. C. B.*"

Some months after this, having in the mean time seen, or heard, that other rings of anchors, having chain-cables attached to them, had broken, Captain Smith repeated his application for the Alert's anchor to be fitted as he had before pointed out, and was answered quite short, that his request could not be complied with; but since he has been on half-pay most of the anchors of small vessels in H. M. service, using chain-cables, have been fitted with a shackle as he originally proposed. The following is a copy of a letter from his late commander-in-chief:

"51, *Wimpole Street, May* 28, 1819.

"Sir,—I have pleasure in bearing my testimony to your zeal, perseverance, and judicious conduct during the period you were under my orders while I commanded at the Nore; and I considered the prompt and decided steps you took in bringing the ships captured by the Tunisian squadron into a British port, as well as by inviting the captain of the Tunisian man of war to accompany them, was of essential benefit to the commerce of this country. I remain, Sir, &c. (Signed) "C. ROWLEY."

"*To Captain John Smith, late of H. M. Sloop Alert.*"

This officer was made post, for his exertions in the Alert, Dec. 26, 1822; and we believe he affords the only instance in the service, of a youngster fitted out by the Marine Society, having risen to that enviable rank*. He is the author of "A Letter to Mr. Hosier, on his work entitled 'the Mariner's Friend;'" and he has also published a translation from the

* The Marine Society was instituted in the year 1756, and incorporated in 1772. Owners and masters of ships and vessels are supplied with boys in state of discipline, by applying at the office, in Bishopsgate Street, London, or on board the depôt ship, moored off Greenwich.

Italian treatise "Il Giuoco Incomparabile degli Scacchi." His relative, Mrs. Cook, of Merton Abbey, has lately placed in his possession all the remaining books, charts, and instruments formerly belonging to her renowned husband.

Captain Smith married, in 1809, his cousin Anne, eldest daughter of Charles Smith, of Stratford Green, co. Essex, Esq. and has a family of five sons and two daughters.

Agents.—Messrs. Stilwell.

HENRY THEODOSIUS BROWN COLLIER, Esq.

THIRD son of the late Vice-Admiral Sir George Collier, Knt. whose services are recorded in the Naval Chronicle, vol. 32, p. 265 *et seq.* and brother to Captain Francis Augustus Collier, C. B. now commanding the squadron on the African station.

This officer was made lieutenant, June 3, 1807; promoted to the command of the Hesper sloop, on the East India station, Oct. 24, 1812; appointed to the Falmouth of 20 guns, fitting for the Cork station, Mar. 26, 1819; invalided from that ship, at the Leeward Islands, Sept. 9, 1820; appointed to the Espiegle 18, on the 21st March, 1822; and posted, while serving at the Cape of Good Hope, Dec. 26th following. He married, June 26, 1816, Harriet, daughter of R. Nicholas, of Ashton Keynes, co. Wilts, Esq. and niece to Sir Thomas Frankland, Bart.

Agents.—Messrs. Stilwell.

JOHN BRENTON, Esq.

Knight of the Imperial Russian Order of St. Wladimer.

THIS officer entered the naval service, in Aug. 1798, as midshipman on board the Asia 64, bearing the flag of Admiral George Vandeput, at Halifax; and continued in that ship under the command of Captain (now Admiral) Robert Murray, until her return to England, in 1800; when he joined the

Assistance 50, on the North Sea station, but was soon removed from her into the Cæsar 80, bearing the flag of Rear-Admiral Sir James Saumarez, under whom he bore a part at the battle of Algeziras, July 6, 1801*, and was present at the subsequent capture and destruction of a French 74 and two Spanish first rates, in the Gut of Gibraltar†.

After witnessing the evacuation of Minorca, in 1802, Mr. Brenton joined the Kent 74, bearing the flag of Sir Richard Bickerton, Bart. at Malta; and we subsequently find him serving under the same excellent officer in the Royal Sovereign of 100 guns, and Queen 98, on the Mediterranean station, where he was appointed acting lieutenant of the latter ship, about July 1805. He afterwards received two other appointments of the same nature from Lord Collingwood, first to the Nautilus sloop, Captain Edmund Palmer, who perished with 61 of his officers and crew on the barren rocks of Cerigotto, in Jan. 1807; and the last to the Ildefonso Spanish 74, taken at Trafalgar, in which ship he returned to England, without either of his acting orders being confirmed.

Mr. Brenton next joined the Hibernia 110, bearing the flag of Earl St. Vincent, commander-in-chief of the Channel fleet, by whom he was made acting lieutenant of the London 98, Captain Thomas Western. His first Admiralty commission, appointing him to the Orion 74, Captain (now Sir Edward) Codrington, bears date Sept. 6, 1806.

After serving in that ship for some time off Cadiz, Lieutenant Brenton returned to the Hibernia then bearing the flag of Sir James Saumarez in the fleet blockading Brest; and he appears to have followed that distinguished admiral into the Diomede 50, and Victory first rate, on the Guernsey and Baltic stations, continuing with him until appointed to the command of a division of gun-boats employed in the defence of Riga, against the French and Prussian armies, under Marshals Macdonald and Yorck. The Russian Order of St. Wladimer, of the 4th class, was conferred upon him by the Emperor Alexander, as a reward for his zealous co-operation

* See Vol. I. Part I. pp. 187—190. † See Suppl. Part 1. p. 271.

with the Russian commanders, particularly during the expedition against Mittau*, and his "highly meritorious conduct upon this occasion" having been duly represented by Sir James Saumarez, in a letter to the Admiralty, dated Oct. 17, 1812, he was promoted to the rank of commander on the 20th of the following month. From June 27, 1814, to Nov. 1815, he commanded the Hasty brig, on the Irish station. His post commission bears date Dec. 26, 1822.

Captain Brenton married, in Sept. 1815, his cousin Henrietta, fourth daughter of the late Rear-Admiral Brenton, and sister to Captains Sir Jahleel and Edward Pelham Brenton, R. N.

WILLIAM RAMSDEN, Esq.

Second son of Sir John Ramsden, Bart. by the Hon. Louisa Ingram, daughter of the last Viscount Irwin (which title became extinct in 1782), and sister to the Dowager Marchioness of Hertford.

This officer was made lieutenant, Dec. 30, 1808; promoted to the command of the Ferret brig, June 14, 1813; appointed to the Scout 18, fitting for the Mediterranean station, April 29, 1818; and posted Dec. 26, 1822.

GEORGE RICHARD PECHELL, Esq.

A Magistrate for the county of Sussex.

Is the second surviving son of the late Major-General Sir Thomas Brooke-Pechell, Bart., M. P. for Downton, co. Wilts, and a Gentleman of the Privy Chamber to his late Majesty's august consort, by Charlotte, second daughter of the late Lieutenant-General Sir John Clavering, K. B., commander-in-chief in India; and grand-daughter of John, first Earl of Delawarr †.

This officer entered the navy in Sept. 1803, as midshipman

* See Suppl. Part III. p. 119 *et seq.*

† See Suppl. Part I. p. 361 *et seq.*

on board the Nemesis 28, Captain Philip Somerville; and afterwards served with Sir Robert Barlow and Captain (now Sir John) Gore, in the Triumph 74, and Medusa frigate, the former ship employed in the blockade of Toulon, under Lord Nelson, and the latter forming part of the squadron commanded by Captain (now Sir Graham) Moore, at the capture of three Spanish galleons, and the destruction of their consort, Oct. 5, 1804 *. He also was present at the detention of the Matilda 36, from Cadiz bound to Mexico, with despatches and a valuable cargo of quicksilver, on the 8th of the following month.

In 1805, Mr. Pechell visited the Cape Verd Islands, Calcutta, and St. Helena; the Medusa being that year employed in conveying the Marquis Cornwallis to Bengal, and bringing home the suite of the same lamented nobleman †. Soon after her return to England, he followed Sir John Gore into the Revenge 74, which ship was one of the squadron under Commodore Sir Samuel Hood, when la Gloire, l'Armide, la Minerve, and l'Indefatigable, French frigates of the largest class, were brought to action and captured by the Centaur, Monarch, and Mars ‡. We subsequently find her stationed off Cadiz, where she remained until the cessation of hostilities between England and Spain, when she returned home with the commissioners appointed by the supreme council of Seville to treat with the British cabinet §.

Mr. Pechell next joined the Venus 32, Captain James Coutts Crawford, and was present at the surrender of Vigo to the Spanish patriots, in March 1809. During the subsequent siege of that place, by the French army under Marshal Ney, he landed with his captain, and served in the citadel until the enemy was defeated at the bridge of San Payo, and obliged to retreat towards Lugo ¶. His first commission, appointing him lieutenant of the Cæsar 80, Captain William Granger, on the Lisbon station, bears date June 25, 1810.

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* See Vol. I. Part II. p. 536. † See Suppl. Part II. p. 481.
‡ See Vol. I. Part II. p. 570. § See Suppl. Part II. p. 482.
¶ See Vol. II. Part II. p. 671 *et seq.*

From that ship, Mr. Pechell was removed to the Macedonian 38, then employed on the coast of Portugal, but afterwards in the blockade of Rochefort. On the 7th Aug. 1812, the capture of a French lugger, lying aground within musket shot of the formidable batteries on l'Isle d'Aix, was communicated to the squadron by the following telegraphic message:—"*None killed; drove on shore by ship last night, and gallantly brought from under batteries by Lieutenant Pechell.*"

The Macedonian was at this time commanded by Captain John Surman Carden, whom Lieutenant Pechell shortly afterwards quitted in order to join the St. Domingo 74, bearing the flag of his uncle, Sir John Borlase Warren, Bart., who soon placed him in the temporary command of the Colibri brig, on the North American station, where he captured and destroyed many of the enemy's merchantmen. In 1813, he again received an acting order from the same admiral, and cruised in the Recruit brig, with very great success, on the coasts of Carolina, Georgia, &c. The latter sloop had been frozen up, at the island of Cape Breton, the whole of the preceding winter; her crew had suffered very much from the want of fresh provisions, warm clothing, and other necessaries; and when he sailed on his first cruise in her, she had not more than half of her established complement on board. Among the numerous vessels taken, re-captured, and destroyed, with such feeble means, was the American letter of marque schooner Inca, of 6 guns and 35 men. His promotion to the rank of commander, however, did not take place before May 30, 1814; from which period he remained on half-pay till May 26, 1818.

Captain Pechell was then appoined to the Bellette sloop, fitting out for the Halifax station, where we find him employed in protecting the revenue and fisheries, pursuant to the treaty of Ghent. In 1820, he was directed by Rear-Admiral Griffith (now Colpoys), to take the command of the Tamar 26, which ship had just arrived from Jamaica, with scarcely enough men on board to navigate her, even in the finest weather; her captain (Arthur Stow) and 75 of her

crew, having died since her departure from the West Indies. This appointment, gave rise to an official correspondence, which terminated in the supercession by the Admiralty, of all the officers whom the commanders-in-chief on the Halifax and Jamaica stations, each claiming the patronage, had intended to raise to superior ranks*. The subject of this memoir was consequently obliged to return to the Bellette, after acting as captain of the Tamar for six months, during which period he had restored her to a state of efficiency, and captured, near the island of St. Domingo, a large piratical brig, pierced for 20 guns, with forged warlike commissions from all the different independent states of South America, and a crew of 98 men, desperadoes of every nation. While employed on the coasts of Nova Scotia and New Brunswick, the Bellette captured about twenty vessels of different descriptions, detected in the act of violating the above treaty and the existing revenue laws. She was paid off at Plymouth, about Christmas, 1821.

Captain Pechell is the author of "A Visit to the Capital and the Chief Ports of St. Domingo, in 1821." He obtained post rank, Dec. 26, 1822; married, Aug. 1, 1826, the Hon. Katherine Annabella, daughter of Lord De La Zouche; and took his seat as a Justice of the Peace for Sussex, in July, 1827.

Agent.—J. Copland, Esq.

ALEXANDER BARKCLAY BRANCH, Esq.

Is descended from an ancient Scotch family, whose over zeal in what they considered a just cause, and conscientious loyalty, compelled them to fly from North Britain during the troubles there, first seeking an asylum in France, and ultimately settling at the island of Barbadoes, where his mother died in giving birth to him, and his father on the following day; both deaths occasioned by the dreadful effects of a hurricane, in, we believe, the year 1784.

* See Suppl. Part II. note at p. 344.

The subject of this memoir served under Captain (now Sir David) Milne, in la Pique 36, at the capture of the French frigate la Seine, June 29, 1798*. On that occasion, he received some severe bruises; and, his ship being destroyed, lost every thing belonging to him. During the remainder of the revolutionary war, we find him serving under Captains Sir Richard J. Strachan and Edward Griffith (now Vice-Admiral Colpoys), in the Diamond 38; and accompanying her boats, as a volunteer, whenever they were sent against the enemy, with whom he was consequently engaged more than thirty times, previous to the treaty of Amiens.

After passing the usual examination for lieutenant, in 1802, Mr. Branch joined the Resistance 36, Captain the Hon. Philip Wodehouse, who strongly recommended him to the patronage of the immortal Nelson, for his general good conduct, but more particularly for his great exertions when that frigate was wrecked, near Cape St. Vincent, May 31, 1803, where he again lost all his property. In consequence of this recommendation, he was received on board the Victory: and in less than four months afterwards, appointed acting lieutenant of the Weazle sloop, Captain William Layman, under whom he continued to serve till that vessel likewise was wrecked, in a heavy easterly gale, near Cabritta Point, coast of Andalusia, Mar. 1, 1804; when, for the third time, he was deprived of every necessary, and only saved his life by swimming through an awful surf, sadly bruised in many parts of his body. Previous to this disaster, the Weazle had been most actively employed in protecting the trade of Gibraltar, and often engaged with the enemy's gun-boats, land-batteries, and privateers.

Mr. Branch returned home in the Argo 44, Captain Hallowell (now Sir Benjamin H. Carew); and his commission as lieutenant having been confirmed by the Admiralty, May 8, 1804, he was, at the particular request of that distinguished officer, appointed with him to the Tigre 80, in which ship he went back to the Mediterranean station, and from thence

* See Vol. I. Part I. p. 403.

accompanied Nelson's squadron to the West Indies, in pursuit of the combined fleets of France and Spain *. His next appointment was, about the close of 1806, to the Pylades ship-sloop, then commanded by Captain George Miller Bligh, but subsequently by Captains William Henry Whorwood and George Ferguson; under which officers he served five years as first lieutenant, most actively employed in various parts of the Mediterranean, where he assisted at the capture of many vessels, including le Grand Napoleon and l'Aigle, French privateers, the latter mounting 10 guns, with a complement of 80 men.

Early in 1811, the Pylades being then stationed in the Archipelago, Lieutenant Branch was directed by Captain Ferguson to take charge of the Gleaner hired armed ketch, of 12 small carronades and 30 men (during the temporary absence of her proper commander); and sent on a cruise, with positive orders to examine strictly every Greek vessel he might see, as the French had monopolized almost the whole of the Levant trade, in neutral bottoms, and under the Greek flag. In the execution of this service, he had a most severe action with a large polacre ship, carrying 12 long guns and 70 men, which ended in her capture. Unfortunately, however, just before she surrendered, he had the misfortune to be struck by a twelve-pound shot, which shattered his right thigh to atoms, and slightly injured the left. In this dreadfully mutilated state, he lay five days without any surgical or medical assistance, consequently suffering indescribable torment. On his arrival at Smyrna, where the Pylades was then lying, he underwent amputation a few inches from the groin. His subsequent sufferings were excessively great, and of long duration; but the moment he could move about upon crutches even, he returned to his ship, and continued to perform the duty of senior lieutenant until her arrival in England, about the close of 1811.

The captured polacre was claimed by the Sublime Porte, as belonging to an Ottoman subject; and although the British

* See Vol. I. Part II. p. 589 *et seq.*

Ambassador did every thing in his power to have her acknowledged a lawful prize, yet it was at length deemed necessary, from political motives, to restore her. Mr. Adair, however, gave Lieutenant Branch the fullest assurance that, from his representation of the case to the British government, he would not only be promoted for his gallantry and sufferings, but also amply remunerated for his pecuniary sacrifice; sorry are we to say, that after so severe an action, with such a superior force, he obtained neither advancement nor compensation; even a pension for the loss of his limb was not granted to him till after many months had elapsed, and that only to commence from the day it was bestowed, instead of the day on which he had so dearly earned it."

Lieutenant Branch's next appointment was, in the winter of 1813, to command the same armed ketch, then employed on the north coast of Spain, under the orders of Captain Sir George Collier. After the arrival of Rear-Admiral Penrose at Passages, to co-operate with the Marquis of Wellington in his advance upon Bayonne, that vessel was stationed off the mouth of the Adour, to prevent the enemy's row-boats, &c. from issuing thence and intercepting the supplies sent coastways for the use of the allied armies. As a proof of his extreme watchfulness, not one instance of molestation occurred to the transports during the whole time he was so employed for their protection. His activity and exertions were strongly represented to the Admiralty, in various despatches, by both the above officers, and the victorious Field-Marshal was also pleased to express very high approbation of his vigilance, in a letter addressed to Rear Admiral Penrose.

When the preparations for throwing a bridge across the Adour were completed, Rear-Admiral Penrose did Lieutenant Branch the honor to hoist his flag in the Gleaner, which vessel ran close to the edge of the tremendous breakers on the bar of that river, and directed every movement of the flotilla, on the day that it was crossed; a service already described at pp. 277—286 of Suppl. Part II. After that most important operation, Lieutenant Branch was selected to convey the Rear-Admiral's official account thereof to England; but ordered to

remain in the bay of St. Jean de Luz, until the arrival of the officer charged with similar despatches from the triumphant Wellington.

Unfortunately, a dreadful gale of wind came on, while Lieutenant Branch was waiting for the military aide-de-camp; and of twenty-one sail then lying in the above bay, not a single vessel escaped destruction. The Gleaner was one of the first that suffered, owing to a transport driving on board, and tearing her down to the water's edge: providentially she drifted athwart hawse of another transport, by which means the whole of her crew were that day saved. On the following day, the ship in which they were, having only one cable left, and that one already stranded, was obliged to cut, and run for the beach, at high water, as the sole chance of escape remaining for any one on board: the surf was then truly terrific;—yet, of so great a number of persons, not more than two were drowned.

Thus was Lieutenant Branch *twice* wrecked in the course of *twenty-four* hours, making the *fifth* time of his suffering in that way, without ever preserving an *iota* of his property.

The circumstances attending the loss of the Gleaner were, of course, investigated by a court-martial, when Lieutenant Branch was not only acquitted of all blame, but also strongly recommended to the favorable notice of the Admiralty, for his conduct on that occasion. On the 6th June in the same year (1814), he was at length promoted to the command of the Swinger sloop of war.

In this vessel (formerly rated a gun-brig, and as such commanded by a lieutenant), Captain Branch, while cruising on the coast of Dutch Guiana, engaged and completely silenced a large American privateer of nearly double his own force: owing, however, to the superior sailing and sweeping of the enemy's vessel, he could not prevent her escape into the Oronoco river; but he had the satisfaction of knowing, that she arrived there in so crippled a state as to be immediately condemned and dismantled. His gallantry and perseverance, in this action and the subsequent chase, were so strongly represented by Sir Philip C. Durham, commander-in-chief at the

Leeward Islands, that that officer was directed by the Admiralty to convey to him, publicly, their Lordships' approbation of his conduct.

After the surrender of Count de Linois and the Buonapartean garrison of Guadaloupe, in Aug. 1815, on which occasion *the last tri-coloured flag that flew in the West Indies was struck to the British navy**, Captain Branch received orders to carry home the different officers charged with despatches from Lieutenant-General Sir James Leith, Rear-Admiral Sir P. C. Durham, and the Count de Vaugiraud, governor of Martinique, to whom the British commanders were indebted for a trifling addition to their means of attack. The Swinger was paid off immediately after her arrival in England †.

Captain Branch's next appointments were, Oct. 4, 1816, to the Helicon of 10 guns; and Feb. 21, 1818, to the Harlequin 18; in which sloops he served three years, chiefly on the north coast of Ireland, under the orders of Sir Benjamin Hallowell and Sir Josias Rowley, both of whom were much pleased with his active exertions while he was attached to their respective flags.

After this very fagging triennial service, Captain Branch naturally expected promotion, particularly as his claim thereto was so much strengthened by his gallant action with the American, on the coast of Surinam; his advancement to post rank, however, did not take place till Dec. 26, 1822. From that time, he constantly applied for employment until Dec. 6, 1827, when he obtained the command of the Mersey 26, fitting for the Jamaica station, where he was compelled to invalid (about thirteen months after his appointment to that ship), in consequence of debility from repeated attacks of fever, added to the alarming state of his wound, which opened

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* See Vol. I. Part II. note at p. 869.

† Sir Philip C. Durham's flag-lieutenant reached the Admiralty, Sept. 18, 1815; and was made a commander on the 20th of the same month.

and threatened mortification. He is now happily recovered, and quite ready for any kind of service.

This meritorious officer is a married man, with a family of seven children.

Agent.—C. Clementson, Esq.

HERBERT BRACE POWELL, Esq.

Is a native of Leominster, co. Hereford; and nephew to Captain Edward Brace, C. B. under whose protection he entered the navy, as midshipman on board the Kangaroo brig, in 1797. The actions in which he participated while his uncle commanded that vessel, have been described at pp. 254—257 of Vol. II. Part I.

After passing his examination for lieutenant, Mr. Powell was ordered out to Jamaica, on promotion; but on his way thither, he had the misfortune to be wrecked in the Apollo frigate, Captain John W. T. Dixon, April 2, 1804. The particulars of that melancholy event are detailed at pp. 362—365 of Suppl. Part II. His first commission bears date Jan. 26, 1805.

We next find this officer serving under Captain Brace in la Virginie of 46 guns, on the Irish station, where he assisted at the capture of the Dutch 36-gun frigate Guelderland and two Spanish privateers; also at the recapture of various British merchantmen*, and in defending the Louisa hired tender, of four 3-pounders, against the French privateer Marsouin, of fourteen 6-pounders, for which latter service he received the thanks of the Admiralty †.

About Oct. 1810, Mr. Powell was appointed with Captain Brace to the St. Albans 64, in which ship he soon afterwards sailed for the defence of Cadiz, where he continued as first lieutenant of her, distinguishing himself on many occasions, until the enemy abandoned their lines before that city and

* See Vol. II. Part I. p. 257. † See Commander Joseph Hoy.

Isla de Leon, in Aug. 1812. His promotion to the rank of commander took place June 15, 1814.

From this period we lose sight of Captain Powell until July 1816, when he embarked as a volunteer on board the Impregnable 104, which ship bore the flag of Rear-Admiral (now Sir David) Milne, and was commanded by Captain Brace, at the memorable battle of Algiers; on which occasion, her loss was infinitely greater than that sustained by any other ship belonging to the combined squadrons *. In the midst of the sanguinary conflict, Captain Powell went with a message to Lord Exmouth, informing him how severely she was suffering, and requesting he would, if possible, send a frigate to divert some of the enemy's fire from her. On his return, he was ordered by the rear-admiral to superintend the placing of an explosion-vessel close under the semicircular battery to the northward of the light-house, where she blew up, and, having been charged with 143 barrels of powder, must have operated very successfully as a diversion in favor of the dreadfully cut-up Impregnable.

Captain Powell was soon afterwards appointed to the Heron sloop, which vessel he commanded, chiefly on the Milford station, till Feb. 1819. His post commission bears date Dec. 26, 1822.

This officer lost a brother in the Hero 74, Captain James N. Newman, under whom he was serving as midshipman, when that ship perished on the Haak Sand, near the Texel, Dec. 25, 1811 †.

Agents.—Messrs. Atkins and Son.

JOHN DONALDSON BOSWALL, Esq.

We first find this officer serving in the Centaur 74, bearing the broad pendant of Sir Samuel Hood, on the Leeward Islands station, where he subsequently distinguished himself by his "coolness and bravery," while acting as lieutenant of the

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* See Vol. I. Part I. p. 227, and Vol. II. Part I. p. 260.

† See Suppl. Part III. note * at p. 13.

Curieux brig, Captain George Edmund Byron Bettesworth, at the capture of la Dame Ernouf, French privateer, after a very sharp action, thus officially detailed:

"*Curieux, at Sea, February* 8, 1805.

"Sir,—I have to inform you, that this morning, at break of day, Barbadoes bearing west about 20 leagues, I perceived a large brig on our lee-bow, which immediately bore up and made all sail away; and after a chase of twelve hours, during which time she tried every point of sailing to escape us, we arrived within point-blank shot of her, when she took in her studding-sails, brought-to on the starboard tack, hoisted French colours, and commenced a very brisk and heavy fire of great guns and small arms; on our arriving within pistol-shot, and ranging up on her weather-quarter, we discharged our guns, and the action continued with great obstinacy on both sides for about 40 minutes, when the enemy getting on our weather-quarter, I conceived, from their having in great measure left their guns, and giving three cheers, that they intended to board us; she was then steering for our lee-quarter, when we put our helm to-starboard, and caught her jib-boom between our after fore-shroud and fore-mast. In this situation she remained until her decks were completely cleared, when, at the moment we were going to take possession, the vessels parted, and her fore-top-mast went overboard; she continued a short time firing musketry, and then hauled down her colours, and proved to be la Dame Ernouf, of 16 long French sixes, and 120 men, sails very fast, coppered, and remarkably well found: but although she carries the same number of guns, and of the same calibre as the Curieux, she is not near so large.

"I can attribute her fighting so long and obstinately to nothing but the captain being part owner; her having run, since the commencement of the war, with so much success; and her being so well manned *.

"His Majesty's brig had 5 killed and 3 wounded, beside myself: of the former, I have to regret the loss of a valuable officer, Mr. Maddocks, the purser, who (on account of Mr. Boss, first lieutenant, having been left behind, on leave, from the hurry of our sailing,) volunteered his services, and was killed gallantly fighting at the head of the small-arm men. I cannot help stating, as a tribute to the memory of so worthy a young man, that to the service, he is the loss of a very good officer, and to every body that knew him, a valuable friend and companion.

"Lieutenant Boss having been left behind, deprived me of the services of an able and gallant officer; but Lieutenant Donaldson" (now Captain Boswall) "so well supplied his place, not only by exertion at the guns, but putting the orders that were given in execution, although the only officer I had on board, except Mr. Caddy, master's-mate, and Mr. Templeton, boatswain, that I did not, by their great assistance, feel the want of an individual.

* The complement of the Curieux did not exceed 90 officers, men, and boys.

"The enemy had 30 killed, and 41 wounded; and in justice to his gallantry, I must say, he never struck whilst there was a man on his decks. I have the honor to be, &c (Signed) "G. E. BETTESWORTH *."

"*Commodore Sir Samuel Hood, K. B, &c. &c. &c.*"

Mr. Donaldson obtained the rank of lieutenant Sept. 14, 1805; and was in the London 98, Captain Sir Harry Neale, at the capture of the French 80-gun ship Marengo, bearing the flag of Rear-Admiral Linois, and la Belle Poule frigate, on their return from the East Indies, Mar. 13, 1806 †. In the autumn of 1808, he was appointed first of the Gannet brig, Captain James Stevenson; and subsequently to the Implacable 74, Captain Joshua Rowley Watson, of which ship he was senior lieutenant, on the Mediterranean station, in 1812. He assumed the name of Boswall about Mar. 1814, and was made a commander on the 15th June following.

This officer's last appointment was Aug. 12, 1819, to the Spey ship-sloop, then in the Mediterranean, from whence he returned to Portsmouth, Aug. 9, 1821. His post commission bears date Dec. 26, 1822.

Agent.—Sir F. M. Ommanney.

HENRY STANHOPE, Esq.

ONLY son of the late General the Hon. Fitzroy Stanhope. Was made lieutenant, Dec. 30, 1811; appointed to the Norge 74, Captain John Sprat Rainier, May 29, 1812; advanced to the rank of commander, June 27, 1814; appointed to the Alacrity sloop, fitting for the South American station, May 8, 1820; and removed to the Slaney, 20-gun corvette, Mar. 5, 1821. He assumed the command of that ship in the Rio de la Plata, Oct. 20, 1821; arrived at Portsmouth May 28, 1822; obtained post rank, Dec. 26, in the same year; and married, Mar. 29, 1830, Elizabeth Rosamond, eldest daughter of James Ward, of Willey Place, co. Surrey, and Regency Square, Brighton, Esq.

Agent.—J. Hinxman, Esq.

* Captain Bettesworth had lately received three wounds in capturing the Curieux, and on the above occasion he was wounded by a musket-ball in the head. He subsequently fell, while commanding the Tartar frigate, in an action with a Danish flotilla, on the coast of Norway. See Commander THOMAS SYKES. † See Vol. I. Part II p. 436.

JOHN TOWNSEND COFFIN, Esq.

THIRD son of Major-General John Coffin (who distinguished himself during the war between Great Britain and her colonies, in many severe conflicts with the republican troops), by Anne, daughter of William Matthews, of St. John's Islands, in South Carolina, Esq.; and nephew to Admiral Sir Isaac Coffin, Bart.

We first find this officer a midshipman on board the Blenheim 74, bearing the flag of the gallant, but ill-fated Sir Thomas Troubridge, whose son, the present baronet, makes especial mention of his good conduct, while serving in the Harrier brig, at the capture of the Dutch frigate Pallas and two large armed ships, near Java, July 25, 1806 *.

Although Mr. Coffin had then served the time necessary to qualify him for a commission (as appears by the official despatch just referred to), he did not obtain the rank of lieutenant till April 11, 1808. On the 21st Feb. 1812, being then in the Victorious 74, Captain (now Sir John) Talbot, he assisted at the capture of the Rivoli French two-decker, in the Gulf of Venice †. We subsequently find him in the Ocean 98, Captain (now Rear-Admiral) Plampin; and Rainbow 26, Captain Gawen William Hamilton; from which latter ship he was promoted to the command of the Shearwater brig, on the Mediterranean station, July 1, 1814. His last appointment was, Aug. 2, 1819, to the Fly of 18 guns, in which sloop he cruised with considerable success against the American smugglers on the Irish coast. He also picked up a vessel from Miramichi, laden with timber, totally dismasted, without her rudder, and deserted by her crew. The Fly was paid off, at Portsmouth, Dec. 7, 1821; and Captain Coffin advanced to post rank, Dec. 26, 1822.

Agents.—Messrs. Stilwell.

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* See Suppl. Part I. pp. 279—281. † See Vol. I. Part II. p. 745.

FREDERICK HUNN, Esq.

Harbour Master at Malta.

Son of Mr. Hunn, once a respectable linen-draper at Exeter, but afterwards an actor, by a gentlewoman nearly related to the Sheridan family, and who had been twice before married—first, to George Canning, Esq. barrister-at-law, the father of our late Prime Minister; and secondly, to Mr. Reddish, a performer of great celebrity.

This officer was made lieutenant, April 5, 1811; appointed to the Royal George, a first rate, Captain Thomas F. C. Mainwaring, on the Mediterranean station, April 10, 1813; and promoted to the rank of commander, Aug. 27, 1814. His subsequent appointments were, Aug. 14, 1818, to the Redwing brig, of 18 guns, fitting for the St. Helena station; and June 25, 1822, to the Pandora of similar force, from which sloop he was posted, while serving at Newfoundland; and Nov. 28, 1823, to the Tweed 28, equipping for the Jamaica station, where he captured, in 1826, a fine schooner, with 276 slaves on board. He obtained post rank, Dec. 26, 1822; and the office of Harbour Master, at Malta, in July, 1828.

Captain Hunn married, Oct. 15th, 1814, Emma, only daughter of Vice-Admiral Francis Pickmore, who, on the day before he died*, wrote a letter to Viscount Melville, in which he warmly recommended his son-in-law to that nobleman's future patronage.

CHARLES SAMUEL WHITE, Esq.

Was made lieutenant, June 13, 1808; commander, Sept. 24, 1814; and post-captain, Dec. 26, 1822. He acted as second to Captain Hassard Stackpoole, of the Statira frigate, when that officer was killed in a duel, at Jamaica, by Lieute-

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* See Suppl. Part I. note at p. 474.

nant Thomas Walbeoff Cecil, of the Argo 44*; and two of his letters, relative to that fatal affair, were soon afterwards published in the Naval Chronicle, vol. xxxi, p. 56 *et seq*, and p. 411 *et seq*.

Captain White died at Paris, May 25, 1823.

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* See Suppl. Part II. *note* at p. 81.

N. B. *The Memoirs of the* CAPTAINS *who have been promoted to that rank since* Vol. I. *was sent to the press,* Jan. 1, 1823, *will be given in the first part of* Vol. III. which is now printing.

ADDENDA ET CORRIGENDA.

CAPTAIN de Starck, the gallant and worthy officer whose services, &c. have been recorded at p. 178, *et seq.* of Supplement Part I., is the inventor of an "*Applicative Compass for taking Bearings on a Chart,*" of which the following mention is made in "Nicholson's Philosophical Journal," vol. xii. p. 224:

"This instrument, seen in *Fig.* 6, *Plate* xi., consists of an inner and outer brass concentric circle; the latter of which, when in use, is to be applied to a chart, so that its cardinal points may agree with those of the draft, and its central (metallic) point be directly over the ship's place. The inner circle is to be set to the variation; and the thread from the centre being laid, will shew either bearings by compass, or true bearings, according to the circle upon which they are read. It is obvious also, that the instrument may be used in delineating, plotting, and for various other useful purposes."

JOHN CLAVELL, Esq.

Is a branch of one of the oldest and most respectable families in England. His ancestor came over with William the Conqueror; and the Clavells have enjoyed property in Dorsetshire ever since that era.

This officer was a midshipman of Lord Hood's flag-ship, at the occupation of Toulon, in Aug. 1793; and he served in the land-batteries, during the siege of that place by the French republican forces. After the retreat from thence he was lent to l'Eclair sloop; in the jolly-boat of which vessel, with only six men under his command, he captured two of the enemy's transports, each carrying twelve men, and both deeply laden with gunpowder for the garrison of Bastia, then closely blockaded. During the subsequent operations in

Corsica, he conducted a large vessel, with a cargo of shot and shells, from St. Fiorenzo to Calvi; and was occasionally employed in the batteries on shore. He also assisted at the capture of l'Alcide, French 74, July 13, 1795, on which occasion the Victory bore the flag of Rear-Admiral Robert Mann, and sustained a loss of 20 men killed and wounded, besides much damage in her masts, yards, and rigging.

In December following, the Victory displayed the flag of the late Earl St. Vincent (then Sir John Jervis), by whom Mr. Clavell was appointed lieutenant of the Excellent 74, Captain (afterwards Lord) Collingwood, on the very day that he completed his probationary term, which appears to have been about five months after the glorious victory of February 14th, 1797*.

During the ensuing summer, Lieutenant Clavell was frequently engaged with the Spanish gun-boats near Cadiz and Gibraltar; and his conduct on all occasions was so highly meritorious, that he won the lasting friendship of the worthy Collingwood, who had known nothing of him previous to his joining the Excellent. This indeed may be inferred from the following extract of a letter written by that distinguished officer to Lord Nelson, when about to shift his flag into the Royal Sovereign, just before the battle of Trafalgar:

"I have had a little distress about two Lieutenants being senior to my first, *Clavell*, who is indeed my right arm, and the spirit that puts every thing in motion; but I hope your Lordship will appoint them to this ship†, their names are Palmer and Hewson; and then I will take my signal Lieutenant, whose name is Brice Gilliland."

This request being complied with, Mr. Clavell became first lieutenant of the Royal Sovereign, and was promoted by Vice-Admiral Collingwood to the command of the Weazle brig, immediately after the memorable battle of October 21, 1805; on which day he received a severe wound in the head, the effects of which he has never got the better of.

The Weazle was first employed in watching the motions of the enemy at Carthagena, and afterwards sent to ascertain if

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* See Vol. I. Part I. p. 21 *et seq.*

† The Dreadnought 98.

any of their ships of war or privateers were at Santa Cruz, or in the neighbourhood of Teneriffe: she also visited Madeira for the same purpose, and was subsequently stationed between Cape Spartel and Larache. We next find her cruising on the coast of Catalonia, where she captured the Spanish privateer Secondo Cornelo, of 8 guns, pierced for 20; and assisted at the capture of about fifteen coasting vessels.

In Sept. or Oct. 1806, Captain Clavell joined the squadron employed in the Gulf of Venice, where he took and destroyed a great number of merchantmen, and, without any support, obtained possession of Cherso, an island near Fiume (containing one of the finest harbours in the Adriatic), together with a number of French and Austrian shipping, some timber, and a quantity of army clothing. After the performance of this service, he accompanied the Unité frigate, Captain Patrick Campbell, to the attack of another island, St. Piedro de Niembo, which surrendered on the second day, himself and his first lieutenant (Edmund Milner) being the only persons wounded.

Captain Clavell was at Corfu when the Russian governor received instructions to give that island up to France, agreeably to an article in the treaty of Tilsit, but of which the British Minister, Speridion Foresti, Esq. was kept in profound ignorance until the arrival of part of the enemy's troops intended for its future garrison. The Weazle was then returning thither with some important despatches from the senior officer off Venice, and but for a fortunate calm, at some distance from the harbour, she would in all probability have been captured. As it was, Captain Clavell had a very narrow escape, the first intimation he received of the real state of affairs being from a Greek, who accosted him when he was in the very act of opening the door of Mr. Foresti's late residence, then occupied by the French General. The Greek's first salute was—"For God's sake where are you going, Captain?" and upon being told, he added, "His Excellency has been obliged to fly; the French General lives in this house now; and most of his officers are dining with him!" Captain Clavell, who had landed after dark, of course

determined to make his escape if possible; and he had the good fortune to do so, although it was necessary to pass through three barriers, at one of which an officer was inspecting the night-guard, and as he thought, for the purpose of detaining him. Many Greeks knew that he had landed, but not one of them said a word to betray him, and from his walking quietly past the guard-houses, his servant with a trunk following in a careless manner, no suspicion was excited until the islanders began to laugh at and jeer the French sentinels, some time after he had quitted the shore. The enemy then hailed him repeatedly to return; and he had not been on board the Weazle half an hour before she was attacked by three privateers, which were either driven on the rocks, or sunk, in a very few minutes.

At this time, there were a Russian line-of-battle ship and two frigates within four miles of the Weazle; and next morning, at day-light, Captain Clavell found himself in the midst of a number of small transports, protected by three gun-boats, the whole of which he captured, although his sloop had not then many more than half her complement of officers and men on board, the remainder being absent in prizes recently captured. The number of French soldiers taken on this occasion amounted to about 400, all armed and fully equipped. The sense entertained by Lord Collingwood of this service will be seen by the following official document:

"*Ocean, 18th Sept.* 1807.

"Sir,—I have received with great satisfaction your letter of the 29th ultimo, detailing to me your proceedings since your departure from Captain Campbell, and the squadron off Venice.

"I am very happy that you escaped so fortunately from Corfu, and highly approve of your conduct, in annoying, and taking part of the enemy's flotilla, which were going to take possession of Corfu from Otranto.

"It was unfortunate that your provisions, &c. would not admit of your remaining longer near Corfu, to intercept the enemy, as I am convinced no one would more effectually do it; but I trust some other opportunity will soon present itself of your again successfully exerting your zeal and ability, which in this instance has been used so much to the good of his Majesty's service. I am, &c. (Signed) "COLLINGWOOD."

"*Captain Clavell, H. M. S. Weazle.*"

After completing his provisions, &c. at Malta, Captain

Clavell returned to the Adriatic, where he continued to be very actively employed, under Captains Campbell and Moubray, until promoted by Lord Collingwood into the Glatton 54, which ship he was obliged to give up, through ill-health, very soon after his appointment to her. His post commission bears date Feb. 4, 1808.

When sufficiently recovered, Captain Clavell was immediately appointed to the Royal George, of 100 guns, but soon removed to the Laurestinus 24, in consequence of his having requested the Right Hon. Charles Yorke, then First Lord of the Admiralty, to give him a smaller ship. This latter appointment took place in May 1811; and on the 19th of the following month, without any fresh application, he received a commission for the Orlando, a new frigate, mounting 42 guns.

After a six weeks' cruise off the Western Islands, Captain Clavell was again ordered to the Mediterranean, for which station he sailed in Nov. 1811, having on board 210,000 dollars, and with a fleet consisting of three valuable store-ships, a number of transports, and 200 sail of merchantmen under his protection.

The Orlando formed part of the Adriatic squadron, under the orders of Captain (now Sir Charles) Rowley and Rear-Admiral (afterwards Sir Thomas F.) Freemantle, until Aug. 1812, at which period Captain Clavell was selected by Sir Edward Pellew to command a detachment of sloops, &c. employed in the Archipelago, where he continued during the remainder of the war in Europe. The instructions he received with this appointment were, to conciliate as far as possible the good understanding subsisting between England and the Sublime Porte, without conpromising the British interests; to afford every protection in his power to our commercial relations in that quarter; and to use his utmost exertions for the destruction of the enemy's cruisers, whose conduct had been such as to occasion his predecessor to have frequent altercations with the Turkish Agas, upon the violations of neutrality they permitted within the precincts of their respective governments. The great importance of preserving the most unin-

terrupted friendship with the Ottoman empire, at that critical period, required that every possible care should be taken to prevent any umbrage being given on our part, and consequently the utmost forbearance and precaution were necessary in conducting the services generally entrusted to his charge. The satisfactory manner in which he acquitted himself, at a time when the French were employing every artifice and threat to injure the British interests at Constantinople, was officially acknowledged by H. M. Ambassador, who in a letter dated Nov. 28, 1812, says:—

"While I rejoice at the success of the measures you have adopted for the diminution of the number of the enemy's cruisers in this part of the Mediterranean, I think it my duty to give you notice of any new danger that threatens us in that line, and send enclosed the copy of a letter I have just received from Consul Charnaud, of Salonica, notifying the approach of a French armament under the command of Captain Dabovitch into that bay."

On the 31st May, 1813, Mr. Liston again wrote to Captain Clavell, as follows:

"Dear Sir,—Your two letters of the 14th, and those of the 15th of this month, have safely reached my hands, and I beg you will accept of my sincere thanks for your attention to my requests, whether of a public or a private nature. I cannot at the same time withhold the expression of my perfect approbation of the care you take to distribute your force so as to give the best protection to our commerce that the number of your ships can afford. As it is to be hoped that the communication overland to Hamburgh will soon be open, I may be able indirectly to add to the force you can apply to the protection of trade, by abstaining in future from so often requesting its employment in the conveyance of despatches. You will oblige me by letting me know a day or two before you are likely to honor us with a visit. We propose to go to the country in eight or ten days, and to stay two or three weeks, and I should be glad to take measures to have some one in the house in town to receive you on your arrival. I have the honor to be, with perfect truth and regard, dear Sir, your most faithful humble servant, (Signed) "Ron. Liston."

About the same time, Captain Clavell received an official letter from his commander-in-chief, of which we here give an extract:

"I have to thank you for the information you have sent me. I feel perfectly assured that you will continue to afford the most vigilant atten-

tion to the British interests in the Archipelago, and I learn with much satisfaction the general tranquillity of affairs in that quarter.

(Signed) "ED. PELLEW."

Immediately after the peace with France, in 1814, Captain Clavell was sent from the Mediterranean, with a detachment under his command, to Bermuda, where he joined Rear-Admiral (now Sir George) Cockburn, who took the Orlando to the Chesapeake, and there left him in command of five frigates and four sloops, which squadron continued under his charge until the final termination of hostilities between Great Britain and America, in Feb. 1815. On the 7th of that month, Sir George Cockburn wrote to him from Cumberland Island, as follows:

"I much approve of every thing you have done, and of the active zeal shewn by yourself and those under your orders subsequent to my quitting the Chesapeake."

Captain Clavell did not leave the above bay until the middle of April, when he sailed for Bermuda, bringing away with him all the ordnance and stores of every description from Tangier Island, and also *every* negro who had *deserted* from the Americans and claimed British protection prior to the ratification of the treaty of Ghent. A copy of the letter of thanks addressed to each captain and commander of the squadron under the immediate orders of Sir George Cockburn, previous to that officer's departure from Bermuda for England, has been given at p. 52.

The Orlando was paid off, and re-commissioned by Captain Clavell, for the East India station, Aug. 17, 1815. In Oct. following, she sailed for Canton with a quantity of specie on board, and the Hon. Company's ship Thomas Grenville under her protection. About the end of the year 1818, being found in want of an extensive repair, she was ordered to be laid up at Trincomalee, and her officers and crew were turned over to the Malabar, a new 74, in which ship Captain Clavell returned home in Sept. 1819, after an absence of nearly four years. Previous to his quitting India, he received a letter of thanks from Rear-Admiral Sir Richard King, for his services on that station. The Orlando appears to have been the first ship that proceeded thither on the peace establishment.

Captain Clavell's last appointment was, in April 1825, to command the Ordinary at Portsmouth, where the Diamond frigate was accidentally destroyed by fire *during his absence from that port on public leave.* Although actually in London at the time of that disaster, he was superseded immediately after it happened, as were also the whole of the commissioned officers under his command.

Agents.—Messrs. Cooke, Halford, and Son.

DAVID EWEN BARTHOLOMEW, Esq.

A Companion of the Most Honorable Military Order of the Bath.

This officer was a native of Linlithgowshire, N. B. He first went to sea in the Baltic trade; next embarked in the Greenland fishery; and was ultimately impressed on his return to London from the West Indies, early in Jan. 1795, at which time he was in expectation of obtaining the command of a merchant vessel. From this period he served as able seaman on board the Scipio 64, successively commanded by Captains Robert M'Douall, Francis Laforey, and Charles Sydney Davers, until Sept. 19, 1797. In that ship he was present at the capture of Demerara, Essequibo, and Berbice, in April and May, 1796; also at the reduction of Trinidad, Feb. 17, 1797. We subsequently find him serving as a petty officer under Captains Thomas Revell Shivers, and John Griffin Saville, in the Standard 64, and Experiment 44, armed *en flûte*, on the North Sea, Channel, Irish, and Baltic stations, for a period of two years. In Sept. 1798, he was discharged from the latter ship at the Helder, by order of Vice-Admiral Andrew Mitchell, to serve in the flotilla on the Dutch canals, commanded by Sir Home Popham, to whom he had been recommended as "a person very well worthy of protection and notice."

After Sir Home Popham's departure from Holland with H. R. H. the Duke of York, Mr. Bartholomew remained there in the command of a detachment of hired seamen, under the orders of Captain John Lawford of the Romney 50; and as-

sisted in the embarkation of the Anglo-Russian army, the flanks of which had been admirably protected by the gun-vessels on the lake of Alkmaar, during the advance of the Gallo-Batavian forces. His services in that country appear to have terminated Nov. 21, 1799.

Early in Aug. 1800, Sir Home Popham was appointed to the command of the Romney; and Mr. Bartholomew having joined him as a volunteer, was immediately rated master's-mate of that ship, in which capacity he served until her return home from the Red Sea and India, in April, 1803 *. During that time, says Sir Home, "he was very active, very intelligent, and very deserving; he performed every duty to my entire satisfaction."

The Romney was paid off, at Chatham, June 2, 1803; and Mr. Bartholomew remained on shore from that period until Dec. 17, in the same year, when he obtained considerable notoriety, not only in the naval service, but throughout the country, from the circumstance of his impressment in the hall of the Admiralty Office, by the directions of Earl St. Vincent, to whom he had previously addressed the following letters soliciting employment and promotion:

"9, *Prince's Row, Pimlico, June* 16, 1803.

"My Lord,—Permit me with all humility to represent to your lordship, that I have been in the naval service since 1794, in which period have been entrusted with command on shore as well as on board; nay, volunteered myself in the West India island, as well in the Irish rebellion †; served also in the expedition to Holland, by which sustained loss of time, and have for two years past served in the Red Sea, from which have but recently returned; have passed for lieutenant abroad as well as at home; consider myself skilled in astronomy, and not a stranger to chronometers: with those qualifications, I tender myself on any service your lordship may approve, persuaded that promotion from your lordship's hand must flow from merit, and not the hacknied channel of recommendation; I therefore, throw myself on your lordship's clemency, and have the honor to be, &c.

(Signed) "D. E. BARTHOLOMEW."

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* See Suppl. Part I. p. 56.

† He appears to have assisted at the capture of Martinique in 1794, previous to his first impressment.

"*No.* 5, *Whitaker's Row, New Road, Chatham, July* 26, 1803.

"My Lord,—Enclosed I have the honor to submit for your lordship's inspection, two letters received by me from Captains Shivers and Saville, expressive of their readiness to serve me, had they influence; other testimonials from Admiral M'Douall and Sir Home Popham I could produce, but am aware it would be trespassing on your lordship's patience and time; I therefore (having stated my services in a former letter) throw myself on your lordship's clemency, and have the honor to be,

"My Lord,

Your lordship's very respectful servant,

(Signed) "D. E. BARTHOLOMEW."

(ENCLOSURES.)

"*Wickham, Fareham, Hants, July* 13, 1803.

"Sir,—I have received your letter of the 10th, and am glad to find you have passed your examination for lieutenant. It would give me great pleasure to be instrumental in procuring you a commission, if it were in my power, but I have no interest at present, as you may see, by my being unemployed; however, you may depend on my services whenever an opportunity may offer, being very truly your well-wisher. I should recommend your endeavouring to get into a flag-ship, as the best way of getting forward, circumstanced as you are. I am, Sir, Yours very truly,

(Signed) "T. R. SHIVERS."

"*To Mr. Bartholomew.*"

"*Chalk, near Gravesend, 14th July,* 1803.

"Sir,—In reply to your letter of the 10th instant, I am sorry to inform you, that it is utterly out of my power at present to promote your interest in the manner you point out, having no influence with the Admiralty; but rest assured, that I shall at all times feel a great deal of pleasure in being instrumental to your promotion.

"I was so well satisfied with your conduct and zeal for the service during the time that you served under my command, that if I had a ship, I would use my endeavours to get you appointed as lieutenant of her.

"I conceive that your claims on the service are such, that if you represent them to the Right Hon. Earl St. Vincent, I have little doubt but his lordship (who seldom suffers merit to go unrewarded) will promote you. I am, &c. (Signed) "J. G. SAVILLE."

"*To Mr. Bartholomew.*"

In reply to the foregoing letters, Mr. Bartholomew was informed, that Earl St. Vincent recommended him to offer his services "to the captain of one of the ships fitting for sea;" and that, there could "be no promotion while there were 1500 Lieutenants seeking employment." On the 9th Sept., he again addressed his lordship, as follows:

"My Lord,—I acknowledge to have been honored with two letters by your lordship's directions, in answer to my application for preferment. In reply thereto, beg leave to state to your lordship, am ready to serve my country at a moment *most wanted*, without pay or other emolument, trusting, should my conduct meet approval, to receive rank from the date of my passing for Lieutenant. I have the honor to be, &c.

(Signed) "D. E. BARTHOLOMEW."

The reply to this offer was, "His Lordship cannot enter into any engagement of the nature pointed out by your letter of the 9th." After an interval of two months he thus renewed his applications.

"*New Road, Chatham, Nov. 9, 1803.*

"My Lord,—I some time since stated my servitude, sent testimonials of my character and abilities to your lordship, and solicited your patronage; knowing there were none who could distinguish merit sooner, nor one more able and willing to reward it, than your lordship.

"As an Englishman, at this *crisis*, I wish to render my Country all the aid in my power, and therefore have presumed to request your lordship to take my case into consideration; and I have the honor to be,

"My Lord,

Your Lordship's very devoted humble servant,

(Signed) "D. E. BARTHOLOMEW."

"*New Road, Chatham, Nov. 20. 1803.*

"My Lord,—I was honored with your answer of the 10th instant*, and I hope your lordship will not consider one *iota* in all my applications presumptuous.

"My different letters were written unreserved, expressing the anxiety of a zealous officer to serve his country, and who would be happy on all occasions, and especially at this critical moment, to prove himself worthy your patronage.

"My letter of date 9th September last, evinced that I made not the *service a convenience*; and your lordship would perceive from the testimonies laid before you, that I did not arrogate your protection.

"My service in the Marine precludes my aid to the Country in other departments; and I need not describe to your Lordship my feelings in being at this juncture necessitated to embark in another line than the service of the Nation.

"No consideration could have induced me to have thus troubled your Lordship, but a sense of duty to my Country; and I trust your Lordship's

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* Only an acknowledgment that his letter of the preceding [illegible] received.

goodness will excuse my freedom, and grant me your support. I have the honor to be, with all possible respect, &c.

(Signed) "D. E. Bartholomew."

To this, and to the following letter, no answer whatever was given.

"*New Road, Chatham, Nov.* 27, 1803.

"My Lord,—Having had the honor of soliciting your patronage, I shall consider myself much indebted to your Lordship to give directions for informing me if the statement of my service has merited your notice. I am, with profound respect, &c.

(Signed) "D. E. Bartholomew."

On the 5th Dec., Earl St. Vincent received a seventh letter, worded as follows:

"My Lord,—I took the liberty of addressing your lordship on the 27th ultimo, and doubt not the more important matters of *State*, which might be under your consideration at the time of receiving my letter, occasioned my not having an answer.

"I flatter myself my servitude, and my zeal to serve my Country, cannot fail to ensure me your lordship's patronage, and exact from me the same line of conduct which has procured me the honorable testimonies I laid before you; and I trust on all occasions I shall prove myself worthy of your protection, and testify the deference and esteem with which I have the honor to be, &c.

(Signed) "D. E. Bartholomew."

Persevering in this course, Mr. Bartholomew, on the 8th of the same month, penned the following epistle:

"My Lord,—To party disinterested; in interest void; to my Country true, in its cause I have tendered my service, and solicited your lordship's aid. If your lordship will deign to say—No, I shall not presume to trouble you any more; if—Yes, I anticipate the pleasure in discharging a duty (I trust) equally satisfactory to my Patron, and serviceable to the Nation, as creditable to myself. I have the honor to be, with becoming respect, &c. (Signed) "D. E. Bartholomew."

When this letter reached the Admiralty, Earl St. Vincent was at Rochett's, his country seat, and thither it was taken by Mr. Benjamin Tucker, one of his lordship's confidential friends, who requested directions as to what answer should be given. The Earl desired, "that as Mr. Bartholomew [illegible] might be sent for to come

to the Admiralty, and told, that it was of no avail for him to continue writing to his lordship; that he had already said to him every thing which he could say on the subject of promotion; that if he chose to embark in the service, he would take his chance of advancement with others; but that the Earl could not keep up that correspondence, and therefore begged that it might cease." The following letter was consequently written to Mr. Bartholomew, by his lordship's private secretary:—

"*Admiralty, 13th Dec.* 1803.

"Sir,—I am directed by the Earl of St Vincent to acknowledge the receipt of your letter of the 8th instant, and to desire you will call on me at the Admiralty any morning, except to-morrow, after 11 o'clock. I am, Sir, your humble servant, (Signed) "GEO. PARKER."

Flattering himself that he was at length about to receive a commission, Mr. Bartholomew immediately obeyed this summons; but to his great disappointment he was told, that, although the Earl "highly applauded his conduct and zeal for the service, and the manner in which he had written his letters, he was displeased with his urging him so much on the subject of promotion; that there was none going on except for brilliant services; and that he had better join a ship going abroad; in which case," Mr. Parker was inclined to think, "his lordship would not forget him." Under the influence of severe mortification, he shortly afterwards addressed his final letter to the noble Earl.

"*Golden Cross, Charing Cross, Dec.* 16, 1803.

"My Lord,—In obedience to your directions I waited on Mr. Parker, for what purpose I have yet to learn; but my resolution is fixed to lay my services, and my various applications, before an impartial Public, who will then judge what they are to expect if they embark their children into the Navy without interest. I have the honor to be, with due respect, &c. (Signed) "D. E. BARTHOLOMEW."

In consequence of this threat, Earl St. Vincent gave directions that Mr. Bartholomew should be impressed; and the following was accordingly written to the Regulating Captain at Tower Hill, by his lordship's private secretary:

"*Admiralty, 16th December* [illegible].

"Sir,—I transmit the last of eight letters from a person [illegible]d D. E.

Bartholomew, who appears to have passed in June last, but declines serving without promotion. The letters are written in rather a superior style, but in a presuming tone, and Lord St. Vincent thinks the gentleman's address will be more properly deposited with you; on the other side, you will find the different residences of this personage, according to his letters. I have the honor to be, &c. (Signed) "GEO. PARKER."

At the top of this letter, Captain John Markham, then one of the Lords of the Admiralty, wrote:

"Dr Richbell,—The undermentioned appears to be a proper subject for you.—Your's truly, "J. M."

"Send him to the Nore as soon as you can catch him."

On the following morning, Lieutenant Robert Dunham, superintending one of the press-gangs under Captain Richbell's orders, was ordered to look out for Mr. Bartholomew, and cautioned "not to let him slip through his fingers; as it would be a feather in his cap if he caught him." The manner in which he was kidnapped will be seen by the evidence of John Lill, midshipman of the gang, when examined before a Select Committee of the House of Commons, May 28, 1805.

"It was our day at the Admiralty. We went there once a week; and coming up in the boat, Lieutenant Dunham said he had orders to impress a Mr. Bartholomew. When we got to the Admiralty, he shewed me the letter, saying he was to be found at the Golden Cross. I went there; he had been gone about ten minutes; I came back, and informed Lieutenant Dunham of it. I saw his address in the letter; I said I had better go there; it was somewhere in King's Road, Pimlico. I went there and rung the bell, and a lady came to the door, and asked my business. I told her I came from the Admiralty, and wanted to see Mr. Bartholomew. She took me through the garden into a house, where I saw the gentleman. He asked me what I was; I told him an Admiralty messenger; it was an invention of my own to get him there. He asked me whether he was going to be promoted; I answered most likely: he said he would come directly. I came back, and told Lieutenant Dunham he was coming. It was not three minutes after his arrival at the Admiralty, when a man took hold of each arm, and led him down to the galley. He said, that if Lord St. Vincent had ordered him on board the tender he would have gone, without being taken by the gang. He was very genteelly dressed, but not in the naval uniform."

Having thus noticed this solitary instance of a First Lord of the Admiralty giving orders for any particular individual to be impressed, we shall conclude with an extract from the

econd report of "the Select Committee on Papers relating o the Repairs of H. M. ships the Romney and Sensible, hile under the command of Sir Home Popham;" which mmittee were also empowered to "enquire into the circumnces attending the impressment of Mr. Bartholomew."

"It does not appear that any case which can be called a precedent for proceeding has been brought to support it; and on the questions, whe- it ought, or ought not, to be deemed a violation of the usage of the , or likely to be injurious to his Majesty's Service, your committee t to be the concurring opinion of three naval officers, namely Admiral ey, and Captains Carden and Winthrop, which opinion, how er, is d by those of Admiral Markham and Captain Richbell, that ne im- g of Mr. Bartholomew was a violation of the usage of the navy; Ad- erkeley in particular, speaking of it as a most arbitrary and violent must disgust all young men who have nothing but their merits to d them, and likely therefore to be highly injurious to his Majes-

e testimony of Admiral Markham, on the other hand, that the Mr. Bartholomew appears, in his opinion, to have been per- ; and Admiral Markham declares, that though he does not ance of impressing a person who had been a Midshipman , and had passed the examination required for obtaining a mmission, yet that he would have impressed 500 men in cir- ilar to those of Mr. Bartholomew. Admiral Markham hat Mr. Bartholomew, whom he himself had not previously sented to him by Mr. Parker and some of the messengers, arance of a Boatswain; and on his personal appearance and in life, as well as on a conclusion which Admiral Mark- drew from one of Mr. Bartholomew's letters to Lord St. ntended to go into the merchant service, Admiral Mark- we founded his opinion that it was perfectly justifiable to lomew. Upon the last point, however, your committ- only letter from Mr. Bartholomew to Lord St. Vin- ve led to any conclusion that he intended to go into is that bearing date the 20th of November, 1803, hatham, before Mr. Bartholomew was desired by to come to London for the purpose of calling on ty, and cannot therefore be considered as the f nearly a month after it was ted him to be

even if those circumstances could with propriety be deemed any groun
for adopting a proceeding towards him, which would not be warranted b
the usage of the navy towards other persons who had held the same ra
in the service, your committee observe, that Mr. Bartholomew appear
the evidence to be a man of reputable education and connections;
judging by the testimony of Lieutenant Dunham and Mr. Lill, as we
by their own observation, when Mr. Bartholomew was examined bef
them, your committee cannot concur in describing his appearance to b
all like that of a Boatswain, or any such inferior officer.

"Your committee think themselves bound to observe, that it do
appear to them, that the order for impressing Mr. David Ewen Bar
mew, was issued with any view of suppressing or influencing the e
that he might be able to give on any of the matters then under th
deration of the Admiralty or the Navy Board, which have been
ferred to your committee."

On the 24th Jan. 1804, Mr. Bartholomew, having b
by Captain Richbell from the Enterprize, off the To
drafted from the Zealand, flag-ship at the Nore, i
flexible 64, Captain Thomas Bayley, who ordere
sionally to do duty both as master's-mate and lie
May following, Earl St. Vincent and his frien
office, having previously given birth to what w
dicrously termed "the Catamaran Expedition;" b
to England a person who had been making ex
France, with the view of perfecting a plan for th
of shipping by certain means never before p
Soon after their retirement, Sir Home Popham
to the command of the Antelope 50; and se
the projector of the above scheme, in prov
ments and maturing his designs. About the
tain Bayley was directed to grant Mr. Bar
absence,—not "to go to visit his friends,
cified, but to take a part in the secret pr
ing for an attempt upon the Boulogne
ingly joined Sir Home, and was so lo
ship, that Captain Bay
non-appearance

eived a letter from Captain Lawford, of which the fol-ving is an extract:

'I wrote yesterday to Mr. Budge (who is private secretary to the First rd of the Admiralty) respecting Bartholomew, and pressed his appoint-nt to the Polyphemus, in the event of making lieutenants, with all the rgy I was capable of; setting forth all his merits in Holland, my own wledge of him, and Sir Andrew Mitchell's approval of his conduct; you, my good friend, must push your influence, and together, I trust, shall accomplish his appointment."

t has been stated in a former part of this work, that Mr. holomew was the only midshipman entrusted with the ge of an explosion vessel, at the first trial of the "cata-ns," near Boulogne pier, on the night of Oct. 2, 1804 *. his patron attempted to destroy Fort Rouge, Dec. 8, same year, he was doing duty as lieutenant of the An-nd took charge of the first machine intended to be The following mention is made of him in Sir official report to the commander-in-chief:

ry much regret that Mr. Bartholomew could not fetch the fort, n positive he would have lashed the carcass to the piles: I take portunity of most particularly recommending Lieutenant Steuart to ordship's notice, which, I hope, will also be extended to Mr. Bar-iew; your lordship must be alive to the enterprising conduct of wo officers on a former occasion †."

w days after this event, Mr. Bartholomew removed Sir Home Popham, from the Antelope, to the Diadem on the expedition destined against the Cape of pe reaching Madeira, he received an Admiralty com-lated July 20, 1805, appointing him lieutenant of ship, in which he was present at the reduction of lony, and at all the subsequent operations in the ata ‡. The following is an extract of Rear-Ad-'s official despatch, reporting the debarkation ral Whitelocke, near En-

"Lieutenant Bartholomew of the Diadem, who was strongly reco mended to me by Rear-Admiral Stirling, for his knowledge of the rive embarked with me; and I feel it my duty to state to their lordships, th he was of infinite service."

The Diadem then bore the flag of Rear-Admiral Stirlin with whom Lieutenant Bartholomew returned to the Cape Good Hope, after the British forces were withdrawn fro South America. We next find him serving under Capta George Davies, in the Sapphire sloop, to which he was appoir ed by Vice-Admiral Bertie, from the Diadem. The Sapph was employed in conveying Sir Harford Jones on an emba to Persia; and Lieutenant Bartholomew appears to have ta the opportunity afforded by her detention at Bushire, wai for despatches, of surveying the island of Carrack and sides of the gulf, as far as his slender means enable His appointment to the Sapphire took place, Jan. 10

In 1809, the expedition against Antwerp was und and on the 13th July, Lieutenant Bartholomew, then re arrived in England, was directed to assume the comma the Berwick Packet, a vessel of 108 tons burthen, hire the purpose of conveying Congreve's rockets, &c. &c. Woolwich to the island of Walcheren. In her he was pr at the reduction of Flushing, and very actively emp whenever proper opportunities presented themselves d the remainder of that campaign.

On the 4th July, 1810, Lieutenant Bartholomew appointed to the Sapphire, then at Plymouth; bu scarcely joined her when it was determined that offi rank should be sent out to command the gun-boats in the defence of Cadiz, and his name appeared in those selected for that service. Shortly after his a he was ordered by Sir Richard G. Keats to wate ents of the enemy at Pue

ning there upwards of six months, Lieutenant
ew received a letter from the military chief, of
lowing is a copy:

"*Isla de Leon*, 3 *May*, 1811.

am extremely sorry that your having been so long on the
of the river Sancti Petri should have put you out of the way
ame brought forward as other commanders of gun-boats
bay have been, so as to procure promotion for many of
hitherto have not been noticed, as your exemplary zeal,
ntrepidity on many occasions, give you the best claims to,
ous service of so many years. I wish it was in my power to
, nothing would give me greater pleasure than being instru-
omoting the interest of an officer who for so long a time ac-
elf of a constant duty, under my eye, with so much credit to
dvantage to the service. I still trust, that your merit will soon
Accept the assurances of my best wishes and regards, and
r Sir, very truly and obediently yours,

(Signed) "THOMAS GRAHAM."

e same period, Lieutenant Bartholomew re-
Admiralty commission, appointing him to the
f the Richmond gun-brig, mounting twelve 18-
carronades and two long sixes, with a complement
en and boys, employed under the orders of Commo-
enrose, then senior officer at Gibraltar. On the 14th of
lowing month, he captured a French privateer, pierced
guns, with a crew of 50 men, near Malaga. During
equent cruise, his boats cut out a lateen vessel from
the castle of Frangerola, which was silenced, and part
walls damaged, by the Richmond's well-directed fire.
th Feb., 1812, he made the following report to his

4th instant, I received information of a French
of Cape de Gatt, and at 9 o'clock next
Vera. After a chase of
anchored with

she blew up. Her name was l'Intrepidé, a polacre ship, fitt
laga, commanded by Mons. Barbastro, mounting 18 long
with 180 men on board. I am happy to inform you that this e
been performed without a person being hurt, and the dar
sustained is inconsiderable. (Signed) "D. E. Ba

On the 1st Mar. 1812, Lieutenant Bartholo
shore and destroyed another French privateer,
between 50 and 60 men, from Algiers bound to
a cargo of flour for the use of the enemy's garris
motion to the rank of commander took place on th
same month.

From this period, Captain Bartholomew remai
pay till April 4, 1814, when he was appointed to th
rocket-ship, fitting at Woolwich for the North Am
tion. His gallant and judicious conduct wh
in the brilliant expedition against Alexandria
orders of Captain (now Sir James A.) Gordon,
ticed at p. 944 of Vol. II. Part II. During the o
that officer's squadron, in the Potowmac river,
had 3 men killed and mortally wounded, her boats
men severely wounded, and her commander, first l
(Reuben Paine), and 4 other persons slightly hur
shortly afterwards ascended the Patapsco, anchored cl
Fort M'Henry, and threw a number of rockets into th
the other works commanding the water approach t
timore, without sustaining any loss or damage.

It has already been stated, at p. 196, that the
of this memoir was wounded in Feb. 1815, when a
nying Captain Phillott, of the Primrose sloop, in
expedition up the St. Mary's river, for th
prising an American military det
miles from the sea.

that vessel until after she had assisted in bringing over from Ostend the officers and men wounded at the battle of Waterloo. He obtained a Companionship of the Order of the Bath, Sept. 16 in the same year; and received his next and last appointment, which was to the Leven 24, fitting at Chatham, Aug. 18, 1818.

In the Leven, Captain Bartholomew terminated his mortal career, at the island of Mayo, after surveying the whole of the Azores, part of the African coast, and some of the Cape Verd Islands, Feb. 19, 1821. His remains were interred at Porto Praya, St. Iago, in the eastern angle of a small fort fronting the sea; and over his grave was placed a board, which the Portuguese have allowed to remain undisturbed, probably from the circumstance of the Leven's officers having taken the precaution, although he was a Protestant, to paint under the inscription a cross, similar to those used in Roman Catholic countries. Mrs. Bartholomew died at Chelsea, in 1814.

EDWARD LLOYD, Esq.

Suppl. Part IV. p. 295. On rejoining the fleet under Lord Keith, Mr. Lloyd, though still unwell, and much troubled with ophthalmia, requested and obtained permission to share in the active detached services incident to [illegible] class, until the surrender of Alexandria, [illegible] the Dictator [illegible]

P. 308,—line 25, *after* notwithstanding *insert* his.

Ib. line 3 from the bottom, *for* while under, *read* while you were under.

P. 312, line 11, *for* in his, *read* in the Raven, and also in his.

END OF SUPPLEMENT PART IV.

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